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1926 AJS 800cc Model G2



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1930 Douglas 600cc Model T6



1930 BSA 770cc Model E30



1932 Montgomery Works 350cc



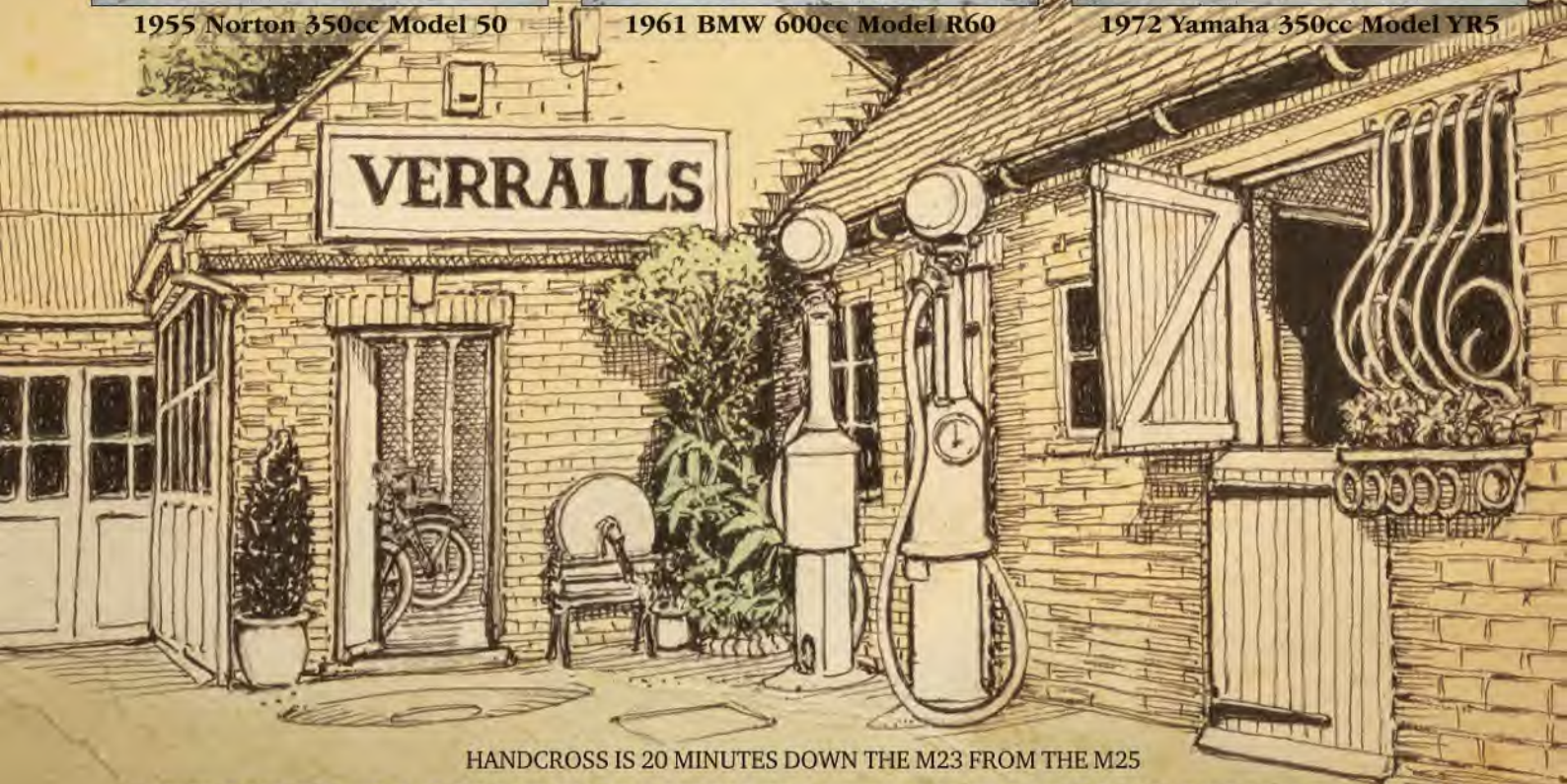
1955 Norton 350cc Model 50



1961 BMW 600cc Model R60



1972 Yamaha 350cc Model YR5



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Editor's welcome

This month, we have features on two completely contrasting machines which illustrate totally different ways of thinking, but which both achieved success and immortality owing to their achievements.

I've been lucky enough to ride the Vincent featured on the cover, while I've studied the DKW SS250 too. Now, at a glance these two machines couldn't be any more different – 250cc v 1000cc, two-stroke v four-stroke, racer v roadster, prewar v postwar... and the list goes on. But actually what both demonstrate is a different way of thinking to what was the accepted norm of the time.

In the early 1930s, 250cc racing worldwide was dominated by British-built, overhead valve or overhead cam four-stroke singles, for the most part, with the odd four-valve head being about as different as it got. So what did DKW do when they tried to beat them? Join them and make a better version? No, not a bit of it, instead coming at it from a completely different angle and basically rendering all of the 'old style' machines obsolete as the DKW two-strokes screamed their way to domination on the racetracks of the world, assaulting and twanging the eardrums of race fans (and riders) worldwide. Okay, such domination perhaps took a lot of effort and development – but it worked.

After the Second World War, Phil Vincent knew what he wanted and after his experiences with proprietary components during the 1930s, he was determined to make sure his product wasn't compromised by the deficiencies of external suppliers. So he set about making everything he thought it was now necessary to make (namely gearbox and later front forks)... which of course doesn't come cheap. It would have been so much more cost-effective to, say, use Burman gearboxes and a Dowty telescopic fork, but that wasn't the Vincent way.

DKW apparently lost money on every SS250 sold, but that didn't really matter, as it was almost a marketing exercise, underpinned by thousands of sales of 'commuter' machines to the masses. However, Vincent didn't have that level of financial 'safety blanket' and so the Stevenage firm's policy was a risky and ultimately/evidently flawed one, which ended in pecuniary meltdown. Shame though it was, it just proved that although it was great to allow engineers their 'head', there is a strong need for financial savvy in manufacture, as the case with DKW, when its run-of-the-mill products allowed engineering marvels to be constructed. The message was heeded by the likes of Honda in the 1960s and beyond, as the race efforts were financed by a solid core product.

The Vincent motorcycle concern, at least in terms of business, remains a glorious failure – but what a failure. The DKW race effort was a success, and both the DKW and the Vincent should be ranked highly among the motorcycling engineering marvels of the last century.

JAMES ROBINSON
Editor



Contributors

Mike Davis, Ian Kerr, Roy Poynting, Richard Rosenthal,
Martin Squires, Jerry Thurston, Alan Turner.

THE CLASSIC MOTOR CYCLE (USPS:710-470) is published monthly by Mortons Media Group Ltd., PO Box 99, Horncastle, Lincolnshire LN9 6LZ UK. USA subscriptions are \$63 per year from Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. Periodical Postage is paid at Bancroft, WI and additional entries. Postmaster: Send address changes to THE CLASSIC MOTOR CYCLE, c/o Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. 715-572-4595 chris@classicbikebooks.com





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Baby steps

The future and past of personal transport join together for a photograph in this evocative image dating to January 1913.

Words: MICHAEL BARRACLOUGH
Photography: MORTONS MEDIA ARCHIVE



A Tuesday afternoon dig into the dusty files and folders in the Mortons Media Archive formed the preamble to the exhumation of this intriguing picture from the January 16, 1913 issue of *The Motor Cycle*.

In its original publication, the caption beneath the image mentions that the picture features seven year-old Gabriella, who was the daughter of the master of the West Street Harriers (Malcolm Burr) at a meet in Dover, though it does not state which of the two young girls in the picture is the aforementioned Gabriella. I would say that the little girl on the Douglas is perhaps a shade too young to be seven, so I would be prepared to bet that the girl on horseback is Gabriella. The woman in the hat and scarf who is standing behind the rear wheel of the Douglas is a follower of the hounds, and she is the custodian of the machine.

The motorcycle is a Douglas Ladies Model, immediately identifiable from the open frame with the dropped top-tube, as well as the partial enclosure of the engine and outside flywheel – which served to protect the rider's garment from getting splattered with mud and oil and prevent it getting caught in the mechanism. These machines were first released for 1911, when Douglas latched on to the fact that motorcycling was becoming a form of transportation and leisure activity for both genders. The open frame was inspired by the open frames of the ladies' bicycles that were becoming increasingly popular.

Douglas was really establishing itself as a big contender in the fledgling motorcycle industry in Britain at this time. Barely a year after the Ladies Model was first released Douglas made the switch from the automatic inlet valve to the mechanically operated inlet valve.

The engines now performed better and, combined with a victory in the Isle of Man TT courtesy of works rider Harry Bashall, Douglas doubled its sales as a result.

The Douglas Ladies Model was one of many motorcycles aimed at women during this period. Royal Enfield also produced a ladies' model, as did several other marques including Velocette, Ixion and McKenzie. They all adopted a similar design, with the open frame and smaller petrol tanks as a recurring feature. Some of these motorcycles, such as the Royal Enfield Ladies Model, were styled to have what some might deem a more feminine appearance, with less aggressive lines and features such as the Enfield's handsome circular petrol tank.

Muriel Hind advocated motorcycling as an exciting leisure activity for women as part of her regular columns in *Motor Cycling*, and it is thought that she was one of the first female motorcyclists; she began riding motorcycles as early as 1902, in some accounts. She would race against male riders and would quite often leave them standing. She would regularly be the first to try out any new ladies' models that British manufacturers produced, and was a much respected voice in the motorcycling community until her death in 1956.

End

News & Events



Motherload of rarities to be sold at Stafford

A collection of 60 rare, predominantly American, motorcycles is set to go under the hammer at Bonhams' Autumn Stafford Sale on October 17-18.

Ben Walker, international director for Bonhams Collectors' Motorcycles, said: "This is an incredibly rare find; 60 fantastic collectors' motorcycles, all carefully stored in the Brescia based private museum of entrepreneur and CEO of the Santoni Group, Tiberio Lonati."

The collection celebrates American marques and highlights of this stellar group include a 1910 Pierce

The exquisite and very rare Pierce Four will be one the star attractions at the Bonhams auction at Stafford this Autumn.

688cc Four - which is estimated to fetch somewhere in the region of £60,000-80,000 - and a 1930 Indian Model 402 four estimated at £40,000-50,000.

Mr Lonati's first motorcycle, a Harley-Davidson WLA, ignited a passion, and soon he expanded it to a vast collection comprising 60 machines, in Brescia, Italy.

The Bonhams' Autumn Stafford Sale takes place on October 17-18 at *The Classic Motorcycle Mechanics Show*, Staffordshire County Showground. The Lonati Collection will be sold on Saturday, with the rest of the Bonhams sale being on Sunday the 18th.



Royal Enfield goes to war

Royal Enfield's newly appointed president Rudy Singh and CEO Siddharta Lal were in the UK this summer to open a new, dedicated store in Croydon... as well as launch a military-styled range of clothing and accessories.

It's been non-stop action for the Chennai-based firm recently. In 2014 the Continental GT535 set a Bonneville class record win of more than 156mph; and the first UK store, in East London, opened. In May this year Enfield bought Harris Performance and a new R and D centre opened in Leicestershire.

But the big news was the growth of production at the Oragadam plant 40

Royal Enfield's new president Rudy Singh (right) opens the company's second dedicated UK store in Croydon.

miles outside Chennai, from 113,500 machines in its first year of 2013, to over 300,000 last year, and on target for 2015's 450,000 units.

The majority market for Enfield remains the Indian domestic one, with its 13 million new sales annually. "Getting above the pure commuting base to a segment that combines aspirational and accessible, is difficult to achieve," said Mr Singh.

The Bullet lifestyle is encouraged by the Despatch Rider-themed range of apparel, which is accompanied by limited editions of 200 each for the three different military finish C5 machines, with each individual.

Steve Willson

Sunbeam MCC Garden of England Run

The Sunbeam MCC held its 29th Garden of England Run for veteran, vintage and post-vintage machines at Headcorn Airfield on Jul 12. The assortment of riders voted for the



Les Trotter sweeps round the Donington Park circuit on his RG500 Suzuki.

Borders Classic Bike Show returns

The Borders Classic Bike Show is back in the motorcycling calendar at its established home in Lacon Childe School, Cleobury Mortimer, South Shropshire on September 12-13.

The show will feature two halls of bikes, catering handled by the school staff and members of the PTA, stands, a bike jumble, a range of trophies for the concours and a raffle with cash prizes.

The guest of honour this year is Manx Grand Prix winner Les Trotter, who's still racing and parading after more than 50 years of competition. He'll be bringing the Crooks Suzuki that carried him to victory in the 1967 Senior race, and he will be interviewed on both days of the show.

A new award this year is the SWATS trophy, the title standing for She Would Appreciate That Sound, and donated in memory of Valerie Reynolds, who was a vital part of the first 25 shows. It will be awarded to the 'fruitiest sound' in the Sunday fire-up at noon.

The show will be signposted from the A4117 Kidderminster to Ludlow road and is open 10am to 5pm each day. Admission £4. Contact Jim Reynolds on 01299 270642 or uncle.jim@icloud.com

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Book Review

Triumph Thruxton Bonneville 1959-1969

AUTHOR: Claudio Sintich (l'Inglese)

FOREWORD: Les Williams and

George Hopwood

PUBLISHED BY: Panther Publishing,

10 Limes Avenue, High Wycombe,

Bucks HP11 1DP

TEL: 01494 534778

E-MAIL: info@panther-publishing.com

www.panther-publishing.com

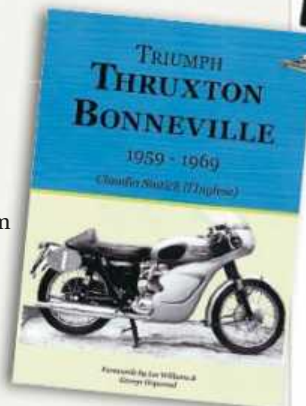
Softbank, 195mm x 260mm,

245 pages, approximately

300 photographs and illustrations.

ISBN: 978-1-909213-20-3

£24.95



Possibly due to the exclusive nature of the machine, the Thruxton Bonneville seems to have gained a somewhat mythological status in motorcycle history.

This is probably due to the fact that, until now, very little has been written about a machine which was not even listed in Triumph's sales catalogues... so it is, in reality, a very rare bike.

The legendary Triumph Thruxton Bonneville were a batch of 52 bikes built by Triumph in 1965 to meet new homologation requirements in production racing – only about another 100 or so were built and supplied to selected dealers, entrants and riders.

Because they were referred to in the build books as made "to Thruxton specification" these bikes became known as Thruxton Bonneville, but not by Meriden.

Virtually hand-built (with many parts made and finished in the tool room), supposedly to homologation rules of the time, the factory included many parts not generally available to the public.

They were successful racing machines capable of sustained high-speed, and with handling to match.

This book describes how the Bonneville was conceived; the design modifications carried out by the factory, including details on special 'works only'

parts for racing, race preparation and gives detailed descriptions of the major races.

The Thruxton was immensely successful at production endurance racing, especially at Thruxton (after which the bike was named), Montjuich Park in Barcelona and the Isle of Man, where John Hartle won the first Isle of Man TT Production Race on a Thruxton. Then in 1969 Malcolm Uphill recorded the first 100 mph lap on a production bike and averaged 99.99 mph for the race.

With tuning anecdotes from designer Doug Hele, forewords by Les Williams and George Hopwood (both closely involved with the machine's development), interviews with riders and sponsors and many previously unpublished factory details, plus more than 300 photos and illustrations, this excellently researched book (written by lifelong Triumph enthusiast and Thruxton owner Claudio Sintich), is destined to become the definitive work on the model and to replace many of the so-called myths with facts – perhaps to the disappointment of those who have paid dearly for a so-called genuine 'Thruxton,' to discover all they have is a standard Bonneville with relevant parts fitted after it was sold. It is an excellent read.

Jonathan Hill



Fast masters at Middlesbrough and District MC's Twisty Sprint

The Middlesbrough and District Motor Club's annual Twisty Sprint took place on July 18 in the beautiful grounds of Aske Hall, North Yorkshire.

In the prewar class for machines up to 250cc, Stuart Cairns was fastest out of the four runs that took place throughout the course of the afternoon. He kept his Velocette well ahead of the rest of his class.

In the 350cc prewar class Mike Harrison and Tony Green – who managed similar times – were trying their hardest to get near Keith Riley on his Velocette KSS, but Keith kept them at bay to take top spot once again. Douglas-mounted Ken

Crawford took the top spot in the 500cc prewar class, and in the last of the prewar classes – for machines up to 750cc – John Thompson and his 1930 Scott were the worthy victors.

Sid and Lesley Ormrod took the honours in the three-wheeler class on their mini-engine Berkley.

The Middlesbrough Club's Catterick Hill Climb is in October, and details and entry forms can be found on the club website: www.motorclub.uk.net

John Munday

Keith Riley's pacy Velocette was too much for the other riders to handle.

Godfrey 'Joff' Davies

Godfrey 'Joff' Davies, son of famous *The Motor Cycle* penman Ixion, sadly passed away in July of this year.

A perfect gentleman at all times and blessed with a great sense of humour, he will be sadly missed by all who knew him, and we offer our condolences to his wife and family.

Dave Masters

Sealey and Schumacher lead the charge



Sealey, in partnership with Schumacher, has extended its range of battery chargers to incorporate new technology.

The range includes one of the only lithium motorcycle battery chargers available in Britain.

Lithium power cells have traditionally been used on track bikes but are now being developed for the on-road motorcycle market. This

charger not only charges pure lithium cells, but all lead acid batteries too.

All the new models are available in the Sealey Schumacher promotion, information on which can be found at www.sealey.co.uk

Sealey's current catalogue is available from local stockists or can be viewed online via the same website.

Norman motorcycles at Dover Transport Museum

As part of a display supporting a recent local event, the Dover Transport Museum featured this 122cc Villiers-engined Norman.

Production at the Ashford, Kent-based factory only began in 1938, making this 1939 model one of the earliest examples of the marque and a rare survivor.

Fittingly, the Dover museum has managed to accumulate the largest collection of Norman motorcycles, from the county's only manufacturer. The museum will be supporting the Norman Club's Open Day at Willesborough Windmill, Ashford on September 27.

For details see www.normanmotorcycles.org.uk

Dover Museum's next major event is on September 13, the Langdon White Cliffs rally, run in association with the National Trust. See www.dovertransportmuseum.org.uk

Alan Turner



The lovely little Norman, with a 122cc Villiers engine.

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NETWORK RATING

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THE CLASSIC MOTORCYCLE | OCTOBER 2015 11

Donington Classic Festival dates set for next year

Donington Park has confirmed that the Donington Classic Motorcycle Festival will return on August 5-7 next year (2016).

The Classic Racing Motorcycle Club's Gordon Russell said: "The CRMC is delighted that Donington Park is announcing the fourth running of the Classic Motorcycle Festival will take place over the weekend of August 5-7.

"The partnership between the CRMC and Donington Park goes back a long way; the CRMC was formed in 1979 at a meeting of like-minded racing

enthusiasts at the Redgate Lodge pub, which used to stand near Redgate corner.

"Since then the CRMC has put on races at all the major UK circuits but we feel that Donington is our spiritual home."

Donington Park managing director Christopher Tate said: "We are delighted to be able confirm the return of the Donington Classic Motorcycle Festival for 2016. The event has grown massively over the past three years, and has become a 'must see' event for motorcycle fanatics of all ages."



The event has experienced a steady increase in popularity since its inception. Photograph: Chris Byrne

Are you drinking enough water?

Motorcyclists who fail to drink enough water could be increasing the risk of an accident, according to motorcycle insurance specialist Bikesure.

The warning to keep hydrated on the road follows research by Loughborough University that proved dehydration can have similar effects to drink driving. The research identified the number of mistakes double when you're thirsty... so be warned!



THE WAY WE WERE IN

1965

Seventeen world and 21 national records fell at Elvington Airfield near York in perfect record-breaking weather. Fastest outright was journalist Charlie Rous, who gunned his 650cc CRS Triumph Quasimodo over the flying quarter at 141.51mph for a new world record in the 750cc class. Rous also clinched the 750cc British and world records for the standing start kilometre, taking just 20.0335 seconds / 111.66mph only bettered by Alf Hagon (JAP) in the 1300cc class with 19.90 / 112.41mph - also world and national records. Over the weekend Hagon holed three

pistons as he shredded the rear tyre powering his single-speed machine off the line.

Apart from Alf Hagon, others spotted working hard in the pits were Fred Cooper (500cc CRS Triumph) who later set new world and British records, Arthur Breeze (500cc JAP, holed piston) and Ian Ashwell (1000cc Vincent, Satan, engine seizure). Many enjoyed a trouble-free weekend, including George Brown (Vincent) who took the 1000cc standing start world record and Don Noys, who screamed his Lambretta GT to a handful of British and World 250cc scooter records.

1915

Messrs Robertson advised that they had completed an order to supply 56 Harley-Davidson Model 11FS side carriers to the Russian government. The three-

speed inlet over exhaust 988cc v-twins were fitted with box-type tradesman sidecars, which the Russian military used to transport ammunition, fuel and oil.

1940

An entry of 76, including 21 Services riders, enjoyed an excellent day's sport at the Kensal Rise and District MCC trials staged at Bagshot. After breakfasting at the Lupin Cafe, riders, officials and spectators headed off to the Foxhills Area for a midday start. After a trio of sections marked out on a sandy ridge, the riders then tackled Tank Hill, Emperor's Hill, Windups and some unnamed long winding climbs before a seemingly innocuous final section which

caught out all but nine of the entry out on the first lap. However, 24 cleaned next time round.

Military riders Cpl GM Berry (350cc Triumph) and Cpl Keans (500cc Ariel s/c) took top honours in the solo and sidecar classes. Berry, aided by civilian entries F C Robertson (350cc Triumph) and E C Bessant (Matchless), secured the Team Award for the Aldershot MCC. An excellent sporting day out for all despite the war raging across the world.

1990

The Department of Transport announced new MoT guidelines for exhaust emission testing which became effective on July 1, 1991. The press release stated that: "The legislation

would not require emission levels to be reduced beyond the design capability of the vehicle in question," so owners of old motorcycles had no reason to fret.

Richard Rosenthal

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Bonhams is proud to offer for sale by public auction the personal collection of the late Tiberio Lonati. The collection of 58 motorcycles is presented in spectacular condition, spanning from 1905 to 1981 and includes examples of Harley-Davidson, Indian, Flying Merkel, Excelsior, Reading Standard, Thor, Pierce, Henderson and Emblem.

Selected highlights include:

1916 Emblem 600cc V-Twin
£25,000 - £30,000

1917 Excelsior 1,000cc Sidecar
£25,000 - £30,000

1928 Excelsior 750cc Super X
£18,000 - £24,000

1911 Flying Merkel 500cc 'Racer'
£16,000 - £20,000

1919 Harley-Davidson 1,000cc Sidecar Type A
£16,000 - £22,000

1920 Harley-Davidson 1,000cc Model J
£22,000 - £26,000

1928 Harley-Davidson 1,200cc Two-Cam JDH
£15,000 - £20,000

1934 Harley-Davidson 750cc R Sidecar
£16,000 - £20,000

1942 Harley-Davidson 750cc Model WLA
£10,000 - £14,000

1942 Harley-Davidson 750cc Model XA
£14,000 - £18,000

1946 Harley-Davidson 1,200cc FL-Knucklehead
£20,000 - £25,000

1916 Henderson 1,000cc 4 Cylinder
£30,000 - £40,000

1925 Henderson 1,000cc De Luxe
£24,000 - £28,000

1930 Henderson 1,306cc Model KJ
£28,000 - £34,000

1914 Indian 7hp 1,000cc V-Twin
£18,000 - £24,000

1938 Indian 1,265cc Four
£26,000 - £32,000

1912 Pierce 600cc Single
£30,000 - £40,000

1918 Reading Standard 1,200cc
Sidecar 6 People
£25,000 - £30,000



1910 PIERCE 600CC MODEL 4 CYLINDER
£60,000 - £80,000



1914 HARLEY-DAVIDSON 600CC MODEL 10-B
£18,000 - £24,000



1915 THOR 1,000CC MODEL U
£28,000 - £35,000



1930 INDIAN 1,265CC SIDECAR FOUR
£40,000 - £50,000

Bonhams

Diary

YOUR EVENT SHOULD BE HERE

The Classic MotorCycle is anxious to learn all about your motorcycle-related events. Contact us at **The Classic MotorCycle**, Mortons Media Ltd, Diary Listings, PO Box 99, Horncastle, Lincs LN9 6LZ or email obmfreeads@mortons.co.uk

SEPTEMBER 2015

SEPTEMBER 3

Krazy Horse Late Nights – Two Stroke Blue Smoke, Empire House, Lark Valley Business Park, Bury St Edmunds, Suffolk IP32 6NU.

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www.krazyhorse.co.uk

SEPTEMBER 4

Classic Bike & Car Meet, The Victoria, Coalville, Leics LE67 3FA. Tel 01530 814718.

www.vicbikerspub.co.uk

SEPTEMBER 4-5

The 22nd Carole Nash Eurojumble, Netley Marsh, near Southampton SO40 7GY.

www.classicbikeshows.com

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SEPTEMBER 5

Classic Motorcycle Show, Buntingford High Street. S69 9AS Tel 07963 609143.

Rufforth Autojumble, Rufforth Park, York YO23 3QH.

www.rufforthautojumble.com

Llandudno Goldwing Light

Parade, Lifeboat Ramp, Llandudno Promenade, Llandudno, Snowdonia, North Wales.

Tel 07774 161372.

www.Llandudnolightparade.co.uk

Skillshare Morning,

The Aviator Restaurant, Gloucestershire Airport, Staverton, Gloucestershire GL51 6SR.

skillshare@glos-roadar.co.org.uk

www.rospe-roadar.org/glos

SEPTEMBER 5-6

Beaulieu International

Autojumble, Beaulieu National Motor Museum, Brockenhurst, Hampshire SO42 7ZN. 01590 612345. www.beaulieu.co.uk

SEPTEMBER 5-13

The Jack Lilley 2T Challenge, Jack Lilley Ltd, Ashford, Middlesex.

Tel 08433 833133

SEPTEMBER 6

Craven Collection Motorcycle

Museum. Open Day. Brockfield Villa, Stockton on the Forest, York YO32 9UE. Tel 01904 400493.

Classic Motorcycle Show, Baldock or Willian. Tel 07963 609143.

LE Velo (Lancs & S Lakes)

Williamson Memorial Park, Lancaster, 11 for 12. Tel 01772 782516.

Lincs BTSC Meet, Lincolnshire

Wolds Railway, Ludborough. Bob or Maureen 01526 345720.

Arbuthnot Trial, Salisbury

Motorcycle & Light Car Club www.salisburymotorcycleandlightcarclub.co.uk

North Devon British Motorcycle

Owners' Club. The Dartmoor Run www.ndbmoc.org

VMCC (Essex) Colne Valley Road

Safety Run. Marks Hall Estate, Coggeshall, 10 for 10.30am. Gill Scatcherd 07733 063928.

www.vmcc-essex.co.uk

16th Dudley Classic Car &

Transport Show, Himley Hall, Dudley, West Midlands DY3 4DF. www.transtarpromotions.co.uk

27th Festival of 1000 Classic Cars & North West Classic Motorcycle Show, Cholmondeley Castle, Cheshire SY14 8AH.

Tel 01484 667776.

www.classicshows.org

VMCC (Northampton) Canal Run.

Hunsbury Country Park, 10.30am. Mick Sawyer 01604 592666.

Vintage Japanese Bike Day with

VMJC, Ace Cafe London NW10 7UD. www.ace-cafe-london.com

Wheels of Steel, The Tank Museum, Bovington, Dorset BH20 6JG.

Tel 01929 405096

www.wheelersevents.co.uk

Baldock Bike Bash 2015, White Lion, High Street, Baldock, SG7 6BJ

events@baldocktown.co.uk

For stalls contact fraser.valentine@baldocktown.co.uk

www.baldocktown.co.uk

The Norfolk 300, starting from:

Norwich, Great Yarmouth and Hunstanton. Finishing at The Forum, Norwich city centre.

norfolk300.org.uk

Honnington Italian Car & Bike

Day, Honnington Farm, Vauxhall Lane, Southborough, Kent TN4

0XD. www.honningtonevents.com

SEPTEMBER 11

Classic Bike & Car Meet, The Victoria, Coalville, Leics LE67 3FA. Tel 01530 814718.

www.vicbikerspub.co.uk

Ace Cafe Reunion Weekend –

Continental Run Ride-In, Ace Cafe London NW10 7UD.

www.ace-cafe-london.com

SEPTEMBER 11-13

Bigtrailie National Rally,

The Bruce Arms, Easton Road, Easton Royal, Wiltshire SN9 5LR www.bigtrailie.co.uk/viewtopic.php?f=6&t=1078

SEPTEMBER 12

South Midland Autojumble, Ross-on-Wye, Livestock Centre HR9 7QQ. John Harding 01989 750731.

Ace Cafe Reunion Weekend

London Ride-Out, Ace Cafe London NW10 7UD.

www.ace-cafe-london.com

Wetherby Autojumble, Wetherby Racecourse LS22 5EJ.

www.wetherbyautojumble.co.uk

SEPTEMBER 12-13

Steve Henshaw International

Gold Cup, Oliver's Mount, Scarborough. Tel 01723 373000. www.oliversmountracing.com

Borders Classic Bike Show,

Clebury Mortimer, Shropshire. Jim Reynolds 01299 270642. Email: editor@cleburyclarion.co.uk

SEPTEMBER 13

VMCC (Northampton) Navigation

Run. Earls Barton Cricket Club, 9am. Trevor Pinfold 01604 859215.

SEPTEMBER 13

34th Lancs Classic Car and Motorcycle Show, Hoghton Tower, near Preston, Lancs PR5 0SH.

Tel 01484 667776.

www.classicshows.org

End of Season Motorcycle

Festival, Shelsley Walsh Hill Climb, Worcs.

Garstang Autojumble, Hamilton House Farm, Garstang, Preston PR3 0TB. Ian Sherrard 07836 331324 (day) or 01772 323654 (6-8pm).

www.garstangautojumbles.co.uk

VMCC (Essex) End of Summer

Run, Brock Hill Nursery, Brock Hill, Wickford, 10 for 10.30.

Alan Williams 01268 570145.

Sunbeam MCC. 8th Constable Run,

Suffolk. Marian Johnson 01255 554828. marj_35@btinternet.com

Brighton Burn-Up! Ace Cafe London NW10 7UD.

www.ace-cafe-london.com
Autojumble, Manchester Road, Rixton, near Warrington WA3 6EA. T Taylor 07860 648103.

Italian Sunday, CMC Motorcycles, High Street, Clay Cross, Chesterfield, Derbyshire S45 9DP. Tel 01246 860046. www.cmcibikes.com

Mods and Rockers Meet at McDonald's, Wisbech, Cambs PE14 0RD

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Suzuki Biker Café Day, Green Welly Stop, Tyndrum. www.suzuki-gb.co.uk/motorcycles/events

SEPTEMBER 16

VMCC (Essex) Wrinkly Run.

Rayne Station, 10 for 10.30am.

Dave Overy 012621 893450.

Charterhouse Classic Car and Motorcycle Auction, Royal Bath & West Showground, Shepton Mallet, Somerset BA4 6QN. 01935 812277.

SEPTEMBER 17

LE Velo (Lancs & S Lakes)

Malham, meet in village, 11 for 12.

Tel 01772 782516.

The Greetham Gathering,

Greetham Community Centre,

Greetham, Rutland LE15 7NG

www.greethamgathering.co.uk

SEPTEMBER 18

Classic Bike & Car Meet, The

Victoria, Coalville, Leics LE67 3FA.

Tel 01530 814718.

www.vicbikerspub.co.uk

SEPTEMBER 19

Sunbeam MCC. 7th Sunbeam

Sept Challenge, North Yorks. Alec

Thompson 01751 431478. alec81.

thompson@mypostoffice.co.uk

Scorton Giant Auto/Bike Jumble,

North Yorkshire Events Centre

DL10 6EH. Bert 07909 904705.

Kempton Bike Jumble, Kempton

Park Racecourse, Sunbury-on-

Thames TW16 5AQ

www.egp-enterprises.co.uk

SEPTEMBER 19-20

Kickback - The National Custom

Bike Show, Donington Park,

Castle Donington, Derby DE74

2RP. www.thecustomshow.com

lorne@rwrw.co.uk

SEPTEMBER 20

'Normous Newark, Newark

Showground, Notts NG24 2NY

www.newarkautojumble.co.uk

VMCC (Northampton) The Wrong

Way Round Run. Hunsbury

Country Park, Northampton, 9am.

Jim Poole 01604 766734.

Romney Marsh Bikejumble,

Marsh Road, Hamstreet, near

Ashford, Kent TN26 2JD, 01797

344277. www.elk-promotions.co.uk

SBMOC Bulldog Run, Climping,

West Sussex. Tel 01903 247245.

The 39th International Rally for

Veteran Motorcycles, Ostend,

Belgium.

www.veteranentreffennoostende.be

Blue-Haze Day - FS1-E, Sports

Moped & Two-Strokes, Ace Cafe

London NW10 7UD.

www.ace-cafe-london.com

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Food Cavalcade, Port Vale Football

Club, Hamil Road, Burselm,

Stoke-on-Trent, Staffs ST6 1AW.

www.petfoodcavalcade.com

SEPTEMBER 25

Classic Bike & Car Meet, The

Victoria, Coalville, Leics LE67 3FA.

Tel 01530 814718.

www.vicbikerspub.co.uk

SEPTEMBER 25-27

Moto Guzzi Club GB Autumn

Camp. www.motoguzziclub.co.uk

SEPTEMBER 26

LE Velo Northampton gathering,

The Stag's Head, Gt Doddington

NN29 7TQ. Tel 01604 499858.

VMCC (Somerset) Autojumble,

Royal Bath and West Showground,

Shepton Mallet BA4 6QN.

Carl Horricks. 01643 705866.

VMCC Somerset Section Indoor/

Outdoor autojumble, Royal Bath

and West Showground, BA4 6QN

Email: autojumble@vmccsomerset.co.uk

or Carl Horricks 01643

705866. www.vmccsomerset.co.uk

SEPTEMBER 27

LE Velo (Lancs & S Lakes)

Oxenhope Rail Station, 11 for 12.

Tel 01772 82516.

Huddersfield Autojumble.

Jeff, Tel 07795 505388.

phoenixfairs.jimdo.com

Sunbeam MCC. 2nd Romney

Marsh Run, Kent.

Julie Diplock 01797 344277.

sunbeameditor@hotmail.co.uk

SEPTEMBER 27

Mavro Run, Salisbury Motorcycle

& Light Car Club.

salisburymotorcycleandlightcarclub.co.uk

club.co.uk

59 Club Day & BSA Bantam Meet,

Ace Cafe London NW10 7UD.

Sand and Motorcycles, Leighton

Buzzard Railway, Pages Park,

Billington Rd, LU7 4TN.

www.buzzrail.co.uk/

[www.facebook.com/](http://www.facebook.com/SandAndMotorcycles)

SandAndMotorcycles

Autojumble, Manchester Road,

Rixton, near Warrington WA3 6EA.

T Taylor, Tel 07860 648103.

Classic Bike Show, Squires Café

Bar, Sherburn in Elmet, Newthorpe

Lane, Yorkshire LS25 5LX.

www.squires-cafe.co.uk

Classic Motorcycle Show at the

Tile Shop, High Street, Buntingford,

Hertfordshire SG9 9AF.

Tel 01462 630214

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James.

James Robinson, editor



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Readers Letters

YOUR VOICE & YOUR OPINIONS



The now much less perplexing engine featured in our September 2015 issue.

Mystery engine identified

The 'mystery engine' (September 2015 issue) is from the Norton factory's Bracebridge Street workshop. It was designed by Jack Moore in 1946 and was fitted in an ES2 frame. Six were built and we at the Norton Owners Club were offered a set of crankcases and crank from a chap in Austria, but he wanted Brough Superior parts, which you can rarely get your hands on, so we're still looking for a good engine so that we can rebuild one for the National Motorcycle Museum to display. Hopefully, a prototype motorcycle will emerge from this mystery engine.

Anna Dixon, NOC East Yorkshire Branch, via email.

War diaries

Martin Gregg and David Venner's feature on the diaries of Albert Simpkin (September 2015 issue) is encouraging evidence that the despatch riders of the First World War, forgotten for almost a century, are returning to public consciousness. These men were vital to the war effort. Though non-combatants, they almost certainly prevented German victory in the opening weeks and helped sustain Allied belligerence to the end. Roger West was one of those extraordinary civilians who enlisted on the war's outbreak and covered the Great Retreat, when the DR was the linchpin of C3 (command, control, communications), and held the BEF's five divisions together against the onslaught of an entire German army.

The classic account of this critical period is WHL Watson's *Adventures of a Despatch Rider*, long in public domain, but Helion &

Company are about to publish a centenary issue, which is well worth waiting for.

Genealogist Nick Shelley has traced the descendants of most of the DRs of the 5th Division, to which then-Corporal Watson was attached and many of these have provided extra insight into his account, as well as wonderful photographs that help bring these great men to life.

Martin Shelley will be known to many readers as the VMCC's Blackburne marque specialist and it was this rugged motorcycle that brought the Shelley brothers' attention to Watson's account, for Watson went to war on a Blackburne and two of his colleagues, 'Cecil' and 'Grimers', were none other than the Burney brothers, founders of Burney and Blackburne.

Michael Carragher, via email.

Simple science

On reading the letter (a few times) from Bob Johnson in your September 2015 issue about braking, I must say that I didn't understand a word of it. I came up with three equations from the school of "not such a good brain!"

In the days when I first started riding things were simpler – braking with an old English four-stroke single, for example. The stroke (long) and the capacity (big) of these bikes became quite efficient without using the brakes and one could slow by just closing the throttle – thus, equation one: Holding back power = slow down.

If, like me, you enjoyed riding on lanes in icy conditions, or with water or cow muck on the road, the second equation is very effective (but not recommended): Hitting brakes hard = falling off.

The third equation can be used when approaching traffic lights that suddenly change to red. In those days most of the cars had solid metal rear bumpers that stood out from the bodywork and not the plastic of today.

So, the last equation (which I have put into practice a few times) is: Hitting back of old car = stop.

Keith Foster, Sutton Surrey

Ducati discrepancy

Thanks yet again for a good read but in the write-up on the centre spread of the nice looking Ducati 350 (August 2015 issue) there is an error. Writing about the Desmo valve gear it is stated that the lightweight 'assister' springs are there just to help in case there is a stone lodged between the valve and seat.

Regretfully this is just 'cobblers' and is one of the many urban myths about the Desmo valve gear. The valves are opened and closed mechanically; the assister springs are to give reliable tickover and to reduce exhaust emissions and the valve gear is set up to give as near zero clearance when the valves are closed. In practice this is just about impossible and without the springs the valves tend not to fully seat.

I used to work on these bikes when they were new and they were more unreliable than British bikes, though they are good to look at and fun for short Sunday outings.

Neale Didcock, via email.

The 350cc Ducati in question.





WRITE TO: The Classic Motorcycle, PO Box 99, Horncastle, Lincolnshire, LN9 6LZ

EMAIL: jrobinson@mortons.co.uk **FAX:** 01507 529495

Lesson in Physics – further education

Bob Johnson's 'Lesson in Physics' letter (September 2015 issue) was interesting.

Logic tells us that it must take more effort to stop a heavy motorcycle than a light one, and it does. Bob's equations (which I agree with) presume that the wheels have locked for the whole of the stopping distance. In reality it is getting to that point that requires a vast difference in the energy required for different weights. The heavier the vehicle, the more braking energy is required to stop the wheels and, once stopped, the more contact with the road it will need for the equivalent frictional resistance. The weight per contact area has to be the same in order to make comparisons. Michael Barraclough got it right that a heavier motorcycle takes more time stopping on a slope. As well as the kinetic energy, there will be the need to absorb the potential energy. On a flat surface this is zero, but on a slope it will be the weight times the difference in height between the start and finish ($P.E. = W \times D$).

Neville Heath, via email.



The famous Norton, which should be referred to as the 'International Norton'.

International Norton moniker

I have been taking *The Classic Motorcycle* since it was first published and Bob Currie was at the helm. I should not wish to be seen as a nitpicker, but believe we should aspire to ensure historic fact is properly recorded. With that in mind, I am disappointed to note that for the second time in several months you persistently refer to the 'Norton International' (September 2015 issue) when the correct description is 'International Norton' as with 'Manx Norton'.

Repetitive incorrect information does misinform a readership and it would be good to hear that efforts will be made to ensure these lapses are not repeated.

Alan Elstob, via email.

Triumph TRW

I picked up your August 2015 issue because of the cover bike.

I was fortunate enough to buy a 1957 Triumph TRW, still in the crate, at a government surplus auction in Ontario Canada in 1976. They would release eight to 10 of them at a time so that the prices stayed high. I was a young and foolish 18 year old, and bought this, my first motorcycle, for the sum of \$900.00.

I enjoyed reading your article about it, but I do think that you treated the TRW far too gently. While all of the cycle parts were top quality Triumph components, the top end of the engine was atrocious! The article by Steve Wilson is a perfect example of telling the truth, but drawing the wrong and opposite conclusion to reality. He states that: "...cooling benefit for the cylinder bores came from the design of the necessarily long induction track(sic), a tunnel that ran from the carburettor between the cylinders to the front-mounted valves." The reality was that the intake charge was heated excessively by running between the bores, leading to very inefficient combustion. The engine overheated very badly and I burnt numerous exhaust valves until, in frustration, I had a machine shop adapt stellite valves from a Wisconsin stationary engine that also had valve rotators built into the keepers. Two modifications that also improved the bike were rewiring the alternator to output 12 volts and converting the single output coil to a twin output coil, removing the distributor cap and then just using the points to operate the coil on the 'wasted spark' concept. While I loved the classic lines of the bike, it really was a toad! Still, I was glad to see it gracing your cover as very few people know about the ill-fated TRW.

Dennis Kelles-Krause,
via email.

Geoff Duke remembered

In the early 1950s I regularly purchased *The Motor Cycle* magazine and quickly became a fan of Geoff Duke. In one issue there was an insert which consisted of a small booklet entitled something like: "Geoff Duke rides the Isle of Man". Each page showed how he navigated a specific part of the race and I kept and treasured this for many years, but somewhere over the years I disposed of it.

The memory came back when I read your July 2015 issue of *The Classic Motorcycle* and the tribute to Mr Duke – he truly was a great man.

As for the magazine, I have been buying it for a few years and thoroughly enjoy each issue because so much of the content is about motorcycles I can relate to. My first one was a 1951 BSA Bantam D1, then a 250cc BSA C11 with many more motorcycles following these two.

Keep up the fine work.

Bill Van Bergen, Campbell River,
British Columbia



Geoff Duke is often remembered as the first postwar road racing superstar.



1

Planes, trains and Kent terrain

The International West Kent Run once again attracted a diverse and spectacular entry.

Words and photography: ALAN TURNER

While the national press seemed to have convinced the rest of the country that Operation Stack had brought about total traffic paralysis in the county of Kent, the long, static queues of lorries on the M20 had mercifully little effect on the 2015 International West Kent Run (IWKR), held on August 1-2. This was the 31st Run organised, as ever, by the West Kent Section of the Vintage MCC. It was based on 'The Friars', the Aylesford priory that has played host to the event for several years with its near-ideal combination of space, facilities and ease of access.



2

1 Overall view – lunch break.

2 Dennis Grech had only owned this 1925 Sunbeam Model 7 for four weeks. He completed the run after repairs to a vanished stand pivot bolt.

3 All around Kent redundant oast houses have been converted into dwellings. Phil Cooper pilots his 1951 Thunderbird past a typical conversion.



3

SATURDAY RUN

Some of those who had taken full advantage of their entries had already warmed up with social runs on Thursday and Friday before Saturday's main event. These days, motorcycles from the 1960s and 70s make up the bulk of the entry. As the programme noted, after Triumph and BSA, the next most popular make was Honda. This year, the course plotters offered the choice of a 50-mile short route with the longer option about twice that distance. The reasoning was that a more modest distance might boost numbers of early machinery, especially veterans, and it might increase the event's diversity. Regrettably, it seems the prospect of the narrow lanes and inevitable climbs over the undulating Kent downland were still a touch too challenging.

The weather was warm, dry and sunny for the run and soon a steady stream of riders was departing The Friars. As ever, there were entries from all over Europe, but the contingent from the Netherlands was the largest and, on occasion the most volubly enthusiastic, although the French ran them a close second!

Having crossed the River Medway, the run took riders up onto a ridge above the Weald through historic Boughton Monchelsea before turning downhill and into the valley. The coffee stop was at Lashenden Aerodrome at Headcorn. As well as a busy base for club flying and an aeronautical museum, batches of skydivers provided an occasional colourful backdrop to the busy motorcycle parking compound. Those on the long route headed out through more ancient villages as far as east as Pluckley, before joining the shorter alternative to head north, crossing the beleaguered commercial traffic on the M20 near Harrietsham. Finally, on top of the North Downs, it was time for the lunch stop at the Bredgar and Wormshill Light Railway. Here there was plenty of parking space and the catering was more than ample for feeding riders (and passengers). There were the attractions of the narrow-gauge railway to discover. This offered short trips while the museum and engine sheds offered endless fascination for those with a mechanical inclination and who knew a good restoration when they saw it.

After lunch it was a relative short and straightforward run back to The Friars and the evening meal and entertainment of live music and dancing. While there were a few running repairs that varied in complexity, the rescue lorry was required for just a half-dozen failures this year.



4 David Holloway and his class-winning BSA V-twin, rescued in poor condition after many years in a cellar and eventually returned to the road.

5 Headcorn Aerodrome? That'll be time for a coffee break then. Chris Webber and his Norton 16H.



6 Ted Rowland's 1930 Raleigh was supplied new to the Isle of Wight and remains an Island bike, having passed through a few owners.



7 The London Douglas MCC dug-out display.



SUNDAY DISPLAY

When the show field opened on Sunday morning it rapidly filled with entrants in the show, who had taken part in yesterday's run. One side of the area was given over to visitors, who arrived on a selection of bikes that offered almost as much variety as those on the run.

The bargain-hunters made for the autojumble, but it was soon time for the gymkhana, which was more popular than ever with the opportunity to perform tricks, wear a silly hat and earn the sympathy of the watching crowd should misfortune strike.

Nearby was the marquee for the competition machinery, housing a selection of motorcycles from various sporting disciplines, some with impressive pedigree, including four bikes from John Surtees' stable. The Section was delighted to have secured the services of John as Guest of Honour. Starting his MV four and warming it acted as a clarion call for an audience to gather where its rider proved as adept with a microphone as he was in charge of any of his racing machinery. His enthusiasm is now channelled into being the driving force for the Henry Surtees Foundation.

At 3pm it was time for the prize giving. It is a concours competition, but eligibility includes taking part in the previous day's run. Concours judge Bob Mitchell had a tough time selecting the best from some immaculate machinery.

Mike Allaway took 'Best in Show' with his amazing 1968 Montesa Impala, to add to the same accolade he received recently at Stafford. 'Best Overseas' was Ferdy van Rijn's mighty 1923 Harley-Davidson Model W, its size belying its 600cc capacity.

Last year's winner Nick Pearce tries to finish a new bike for each West Kent Run, but a combination of circumstances did not allow enough time to put the finishing touches to the Husqvarna he had bought in last year's jumble. He did have the satisfaction of seeing one of his previous restorations, a Triumph Model P, awarded best in class for the earlier bikes. Ted Rowland's 1930 MH30 Raleigh was in second place.

David Holloway's 1935 BSA V-twin had languished in a cellar for many years. Restoration was a long trail of tracking down parts and workshop time in either making things or making things fit. Completing the run



8 Every one a winner – but Mike Allaway's 1968 Montesa Impala 250cc took Best in Show.

9 Frenchman Sylvain Berland has supported the IWKR for years, including the gymkhana, in which he competed on his 1933 Magant Debon



RESULTS

BEST MACHINE IN THE SHOW

Mike Allaway 1968 Montesa Impala 250cc

BEST MACHINE RIDDEN BY AN OVERSEAS PARTICIPANT

Ferdy van Rijn
1923 Harley-Davidson Model W 598cc

CLASS AWARDS

CLASS 1

(VETERAN AND VINTAGE MACHINES UP TO THE END OF 1930)

Max Rickets
1925 Triumph Model P 500cc

CLASS 2 (1931 - 1939)

David Holloway
1935 BSA J12 500cc

CLASS 3 (1940S MACHINES)

Bill Northcote
1943 BMW R75 outfit 750cc

CLASS 4 (1950 - 1954)

Ted Simmonds
1951 Matchless G80 500cc

CLASS 6 (1960 - 1964)

Peter Sharman
1962 Triumph TR6SS 650

CLASS 7 (1965 - 1969)

Laura Reeves
1967 Yamaha YL1 100cc

CLASS 8 (1970 - 1985)

Jon Paul Robinson
1971 Suzuki GT250 X7 250cc

BEST CLUB STAND

London Douglas Club

10 John Surtees had just warmed up his MV four, before taking the mike to chat about his illustrious competition career.

11 Judge's choice, Paul Hodges' 1928 BSA S28.



was satisfying and receiving a class win was a real bonus. A few years later, Bill Northcote's 750cc BMW had been created for purely military purposes. Built like a tank, almost literally, with more features to be found the more one looked, the outfit attracted attention all weekend.

As a different take to the bling, the Judge's Choice award was bestowed on Paul Hodge's 1928 BSA S28, assembled from bits, but looking as if it had been in 'oily rag' fettle in nearly 90 years of existence of its constituent parts.

With the Avenue of Clubs soon fully booked this year there was competition to see how the most imaginative effect could be created. There was colour and variety in abundance, but the London Douglas Club had managed to create a rat-infested First World War dispatch riders' bike repair station. I was assured no rodents were harmed in the creation of the scene.

The event's popularity gets stronger than ever. Entries open at the start of the year, but reached the cap figure of 350 just a couple of weeks later. Summing up, West Kent Section Chairman Ron Wright said: "It has been a terrific weekend. Everything has worked out. We got John Surtees as our special guest, brilliant weather for the run and the show. It doesn't get any better!"

It seems that those who part in the 32nd run had better be on the start of 2016.

End



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Bonhams



Allez les Français, vive les Brits!

French motorcycle aficionados seem to have a real passion for old British bikes and this was certainly the case at this year's Le Puy Notre-Dame event.

Words and photography: MICHAEL DAVIS

At recent vintage motorcycle meetings in Western France the one question on the riders' lips has been: 'Will you be at Le Puy Notre-Dame this year?' Judging by the number of British entrants, it's a fair guess that the same question was being asked at historic and classic motorcycling events on this side of the channel.

Le Puy Notre-Dame welcomes machines built between 1920 and 1940 (1950 for sidecar combinations), although some special exceptions to this rule are occasionally seen. The result is a paddock full of Monet & Goyons, Terrots, New MAPs and Peugeotts but, because the French love their British bikes and the British love Le Puy Notre-Dame, there were also Triumphs, Nortons, BSAs, Rudges and Velocettes – and many more French, British and other European marques besides.

In the days preceding the event the entrants must have viewed weather forecasts with trepidation. After weeks of sunshine and temperatures in the 30s, the prediction was for rain and storms. Come the day, the weather was a mixed bag – drizzle in the morning, heavy rain at lunchtime and dry spells in the afternoon, but constantly accompanied by a strong, gusting wind. At

1 In the interests of maintaining perfect balance on their 1940 Monet & Goyon outfit, David Guoit's ballast 'gets down' on the Rue du Parc.

2 An eye-catching Velocette Thruxton glistens in the rain in the camping area.



first this produced a track with a slippery surface but thankfully it dried as the afternoon progressed.

The paddock at Le Puy Notre-Dame always delights those who are passionate about historic motorcycles and this year did not disappoint. Under the trees in the grounds of the old château a veritable cornucopia of motorcycling delights awaited. Whilst some had the appearance of museum exhibits, others looked like (and possibly were) their riders' everyday means of transport. Cheek by jowl was Stéphane Brunet's pristine 350cc Terrot HSSE – 85 years old but fresh as the day it left the Dijon factory. Dominique Bettler's work-worn Rhony's

FX displayed clear evidence of its 90 hard years on the road since it came off the Lyon production line.

A tour of the camping area revealed the 'reserve collections' of many participants. Among the best of the British machines, and slightly damp from the recent rain, was an exquisite 1966 Velocette Thruxton. More curious was a rare Belgian 1972 Flandria SP537. For those with thoughts of acquiring the means to participate next year, a 500cc 1948 Gillet and a 1950 Monet & Goyon R4 Grand Sport displayed 'for sale' signs, the asking prices being €4800 and €4000 respectively.

Some participants brought only one motorcycle and others brought more, but the Boucq family brought their private Monet & Goyon collection. Philippe and Katia Boucq have ridden Le Puy Notre-Dame for many years and Katia is fiercely competitive on her 1951 S6V. Philippe's penchant is for early light motorcycles such as the 1925 ZS3 and the 1928 T175, which were his mounts this year. He also piloted a Monet & Goyon combination in the sidecar class. Uniting a 350cc 1925 R4 with a plywood 'pram' enabled the rest of the family to participate.

Taken at speed, Le Puy Notre-Dame isn't a circuit for the faint-hearted and certainly not in the wet. Measuring 1.5km in length, two of the five bends are hairpins and there are numerous chicanes. Factor in its narrowness and the grid of 40 motorcycles and it becomes a very demanding course indeed.

In the first afternoon session Gaétan Caquineau, the initial leader, lost control of his 1948 Triumph Feuiltaine, a rare special built in le Havre with a Triumph T100 engine in an AJS frame, on the damp surface of the first hairpin. Fortunately, no damage was done, either to rider or machine. He picked himself up, dusted himself down and started all over again. He was soon back with the race leaders again.

Yet again Christophe Pasquier was rampant in the two-wheeler class on his 1935 Norton Model 18, but he didn't have things all his own way. Bruce Grant, on his 1943 Triumph T100 Special, was never far from his rear wheel and the ultra-competitive Tony Gillet, riding his 1950 Saroléa Super Sport, kept pace with them.



3 Jean-Michel Vittereau's rare and exquisite Soyer MTT1 rests in the paddock after the morning sessions.

4 Francine Blaye concentrates on piloting her 1934 Terrot LR.

Demonstrating that it isn't just a man's world, Katia Boucq was very impressive on her Monet & Goyon S6V whereas, in the midst of this motorcycling machismo, Francine Blaye had a brilliant ride on her 1934 Terrot LR.

The number of three-wheeled participants increases each year. Officially the sidecar grid numbered eight, but more appeared on the track and more still stood, seemingly in reserve, in the paddock. Competitive and as acrobatic as ever were David Guiot and his passenger aboard his 1940 Monet & Goyon LS A1 combination. Their domination of the class resulted from a sense of balance that rendered their cornering inch-perfect. Had it been otherwise, almost certainly the passenger would have returned minus the seat of his leathers!

What was most delightful, but not apparent until the day finished, was that some crews had been playing 'musical combinations'. Thus Robin Lequesne started the day on his 1928 DS Malterre FC1 and finished it on Guylain Follins' 1933 BSA Blue Star, whilst both combinations employed the same passenger throughout. Had it been all too much for her there was a dog ready to offer his services. He waited patiently on the BSA's pillion, but there was to be no call for his services that day.

End

"Taken at speed, Le Puy Notre-Dame isn't a circuit for the faint-hearted."





Class acts at the **Donington Classic Festival**

The Classic Racing Motorcycle Club (CRMC) and the folks at Donington Park really outdid themselves at this year's Donington Classic Festival. The Paddock Suite became an Aladdin's cave of special machines and the paddock continually echoed with the sound of howling engines.

Words and photography: MICHAEL BARRACLOUGH

The sights, sounds and smells at the Donington Park Circuit were enough to confirm that the event would go down as a tremendous success even before the culmination of the Festival on the afternoon of Sunday, August 9. My pre-show meander through the paddock early on the Sunday morning filled me with anticipation for the day ahead, as shimmering classic Grand Prix bikes were liberated from their vans and the distinctive wail of a multi being woken up rent the morning air. The early birds were remarking about how they could already catch a fleeting whiff of two-stroke and I only had to walk a short distance further into the depths of the paddock before I detected a hint of the aroma myself.

The CRMC were based in the Paddock Suite, which became a temporary shrine to famous and rare race motorcycles – most of them GP machines, as that was the theme – and a few other curios that drew just as much of a crowd as the GP racers. Dick Shepherd brought along a brace of 'celebrity' Triumphs from his extensive collection, including the most famous

Above: The supercharged 1939 Velocette Roarer.

Triumph in ISDT history – the 1962 Triumph 3TA, known more commonly by its registration number 105 CWD. This rugged trials iron won gold medals in 1962, '63 and '64, piloted by Roy Peplow and then struck gold again in 1965 and '66, ridden by Ray Sayer and John Giles respectively. It gained its celebrity status when David Beckham rode it in an advertisement for Haig Scotch whisky. Some of the other famous Triumphs Dick kindly brought along to the Festival included another Beckham Triumph, as well as a Street Scrambler that film star Tom Cruise rode in Mission Impossible 3.

Sammy Miller exhibited some of the motorcycles that usually fill his museum in New Milton, Hampshire. Sammy himself was frequenting the Paddock Suite and was all too happy to provide autographs and friendly conversation to festival-goers. Attracting a lot of attention was the museum's 1969 Moto Villa 250cc four. The attractive orange four, designed by Walter and Francesco Villa, was surely destined for great things, but any dreams of GP glory were quelled when the FIM changed the rules for 250cc Grand Prix bikes.



Some stunning post-vintage racing Velocettes drew quite a crowd, particular the famous 1939 Velocette 'Roarer'. Supercharging was very popular at the back end of the 1930s and this blown 500cc parallel twin with contra-rotating crankshafts (designed by Charles Udall), was a real fire-breather. Stanley Woods did a single practice lap on the Roarer in the 1939 TT, but the project lay dormant until, many years later, Velo wizard Ivan Rhodes found and restored it. Also nestled in the delightful cluster of racing Velocettes was an experimental machine, named the MT500, which was ridden to second place by Woods in the 1936 TT.

The Donington Classic Festival would not be complete without a full schedule of classic racing and festival-goers were treated to veritable plethora of races (the roster listed 46 individual races in all), in which the best and brightest classic racers battled it out. I caught race 31, which was one of the 500cc GP, Clubman and Gold Star races, and it was a thrilling spectacle right from the off. Mike Cooper (Craven Manx Norton) put in a brilliant performance, managing to cross the line just before the tenacious Alex Sinclair (Egli Vincent) managed to pass him. The lunchtime parade was well worth a watch and many people did not leave the stands in search of a burger or an ice cream. They kept their seats and watched as all the special guests - including such names as Freddie Spencer, Ron Haslam and Steve Parrish - took to the track on Yamaha fizzies for a few laps. It wasn't long before the 'leisurely' pace became a touch more hurried, though!

The most thrilling race of the Sunday afternoon had to be the Wheatcroft Trophy race, which was sponsored by our sister publication *Classic Racer* and Herberg International. Malc Wheeler, the editor of *Classic Racer*, was up in the commentary box before the flag

1 The Sammy Miller Motorcycle Museum's rare Moto Villa.

2 Stanley Woods' MT500 Velocette racer.

3 105 CWD looked understated and dignified amidst the more modern Triumphs.

4 Competitors in Race 31 (500cc GP, Clubman and Gold Stars) lining up for their sighting lap.



dropped to give his views and he said he'd put his money on Mike 'Spike' Edwards - a wise choice, it soon transpired. Spike had been in fine fettle all weekend and shot into an early lead on Martin Jones' Honda. It wasn't long before the pack separated into two distinct groups, with three riders at the front (led by Edwards) and the remaining entrants behind. Alex Sinclair was in third position for the first two laps, but had dropped to fourth place by the end of lap four. His place was taken by George Hogton-Rusling (Suzuki), who held third place behind Ian Simpson and Edwards for the rest of the race. The race finished with Edwards coming in first, with Simpson (Yamaha) and Hogton-Rusling following behind.

Fine weather prevailed throughout the event and spirits were high on the track and in the paddock. The festival, which is the third of its kind since its inception, has experienced a lot of growth in terms of popularity and we hope it will continue to grow in 2016.

End





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A beautiful **BEAST**

Though it was once known as 'The Pig', today this Vincent is anything but. In its early days it endured a hard life - and continues to be ridden with spirit.

Words: JAMES ROBINSON **Photography:** GARY CHAPMAN





Above: Nigel, wife Toko and children Maggie (on the pillion) and Rosie at the controls. Note the extended footrests!

Left: The cable routing may look untidy, but it is deliberate. With two front heads and Mikuni carbs, a smooth passage is not straightforward.



Occasionally, things can take many years to come to gestation. This Vincent seems to be a motorcycle that this happens to on a regular basis. For example, its build took much longer than owner Nigel Waring was planning (the build was over seven years), while Nigel and I have been talking for what seems like years about getting this feature together. But, in both cases (Nigel's and mine) it has been proved to be well worth the wait.

Despite all the hype, the reputation, the stories and the mythology surrounding the name, the fact is that with regards to a Vincent twin, it doesn't disappoint, as there really is nothing like it. As Nigel and I stood looking at his Vincent, parked up outside a disused Masonic lodge, we both mused and mulled over the whole Vincent 'thing.' The hows, whys and wherefores can be discussed and debated for ever and ever, but the simple and basic fact is that when the first post Second World War (so Series B) Rapide emerged onto the scene in 1946, it was a machine that boasted performance on a par with the best motorcycles being raced in the top class of world racing, while it was also the premier long-distance tourer out there too. It was capable of being used as a commuter too, of hauling a sidecar

laden with children, suitable for a spot of road racing, sprinting or hillclimbing. A real all-rounder, but a top, high class one. Add to the mix that physically it was about the same size as said 500cc race machines and it was also a marvel of engineering free-thinking (such as using the engine as a main part of the frame, dual brakes, unit-construction) and really it is impossible to appreciate how different, how avant garde and how darned-right fabulous the Vincent was and is.

And despite the fact that the Vincent twin in its Series B, C and D incarnations (which all share an obvious, common lineage – the prewar A doesn't so much) lasted for less than 10 years, it has remained an idol and icon of British motorcycling, still possessing an aura which no other machine matches, 60 years since the last of the 6772 (figures do vary, but that seems to be the most regularly quoted) B, C and D twins built rolled off the Stevenage work benches.

Nigel acquired his Vincent about 15 years ago, when a mate and he bought a pair of twins, with Nigel having the one in the worse condition. There was a fair amount of stuff missing, though Nigel didn't necessarily see that as a curse. "I just thought, I'll do what I like then."

And he duly has. The Vincent has retained a relatively standard appearance, but plenty of elements have



been updated, though Nigel decided to replace the swinging-arm rear frame fitted with a B rear frame member that came with the kit. But though the engine looks outwardly fairly standard, underneath the black-finished engines and gearbox casings, there nestles a five-speed gearbox cluster, which is a Quaife one, acquired through John Surtees. The engine itself has been heavily breathed upon too, with Lightning (the 150mph 'racer' as made famous by Rollie Free on the Bonneville Salt Flats) cams, 8:1 compression ratio pistons, a Francois Grosset ignition system, then several bits from marque specialists Maughan and Sons too, including their dry clutch and crank assembly. Nigel wishes to extend special platitudes to Maughans, as well as Frenchman Patrick Godet – both have provided many parts, much help and encouragement. Of Patrick, Nigel says: "Although things sometimes take longer than expected, Patrick's devotion, emotion, craftsmanship, knowledge and attention to detail are absolutely second to none. He has basically rebuilt the entire bike, but in gradual phases. In fact, the bike spent so much time in France my mates said it would need to re-learn English on its return!"

There is an Alton alternator (via Godet) while the Vincent sports two 'front' cylinder heads, a popular

"Vincent's are rarely compared to contemporaries, instead judged by more modern standards."

Above: Nigel Waring is not afraid to use his Vincent in a spirited manner.

performance mod in period. Originally, Nigel was running with a pair of brass-bodied 289 Amals but after the Vincent caught fire, he decided to change to twin Mikunis... He explains: "It spat back through the carb and the next thing I knew it was on fire. It was difficult to know what to do at that point... It was covered in fire extinguisher powder but luckily the damage wasn't too bad."

Soon, the Vincent was retuned to fitness, but this time it was sporting Japanese carburettors, which Godet set up on his rolling road, the bike temporarily fitted with gas analysers, though Nigel still has the Amals 'on the shelf'. In total since it went back on the road in 2006 Nigel reckons the Vincent has done something around 3000 miles and strangely he's never had to charge the battery (an Odyssey-made item) once, which says something for the French ignition and charging set-up, as well as the battery's manufacturing quality. ▶

► The Vincent sports 18-inch rims front and rear, with Avon Road Rider tyres, though originally Nigel had it on standard rims, but decided to swap. Missing components included the wheels; in fact, the front wheel that came with it had two half-width Goldie-type hubs welded together, but Nigel had something else rather special on the shelf, a Dave Degens/Dresda magnesium MV Agusta replica front brake, which was in a classic racer he used to campaign. Of the brake Nigel says: "It's still good, but not as great as it once was."

This Vincent is made for riding and Nigel rides it hard, being a regular attendee at various track day events, including the Beezumph at Cadwell Park and Mallory's classic festival, among other events. Having raced between 1996 and 2002, Nigel campaigned a host of machinery, ending up with a 500cc Dresda and some backing from proprietor Dave Degens. But he gave up racing, as by 2002 he was campaigning two bikes and as he admits he "just couldn't get them right." He's a busy man – formerly in the employ of Toyota, he is currently working as an engineering consultant with Mercedes, spending quite a lot of his time in Stuttgart – and such a career isn't conducive to a sustained racing effort. In fact, Nigel quit midway through the 2002 campaign, with the intention of getting the two bikes 'sorted' and coming back in 2003. In fact, he simply never went back to it.

Nigel has had a huge variety of machines, ranging from prewar Triumphs to modern superbikes, but now he is signed up to a simple philosophy – the Vincent shares his garage with just one other motorcycle, his collection having grown to 10 a few years ago. But as he correctly opines, it is basically impossible to keep that many bikes in fettle as well as having a full-time job (that involves lots of time away) and maintaining a sense of balance with family life, too. So he devotes his limited spare time to keeping his Vincent and the other garage occupant in as good a fettle as he is able to. And having ridden both his bikes, it's a philosophy that seems to work well.

Despite the fact Nigel and I both reckoned his incredibly well-sorted and tweaked Commando (of which we will hear more at a later date) is the nicer bike to ride, the Vincent is of course giving away 25 years to the parallel twin, which needs to be kept in mind.

Right: The Vincent V-twin engine. A true design classic.



For some reason Vincents are rarely compared to any of their contemporaries, instead having 'modern' or later values imposed upon them. But if you consider that at the time of its launch the Vincent was so unlike and ahead of everything else on offer, then the whole 'thing' starts to make sense. And it is a testament to the marque's quality that they are compared to later machines because, frankly, they are incomparable to any of their contemporaries.

What's it like to ride?

Sat astride a Vincent feels unlike all other machines. Not only are the Stevenage-built machines ploughing their own furrow in terms of design, once aboard one could be on nothing else. The seat (this one came from marque specialist Bob Culver, incidentally) feels high and wide, while the trademark Vincent flat bars feel low. Standard Vincent bars always feel narrow, though I suspect Nigel's may be a touch wider than standard. Nigel instructs me in the starting drill – ignition on, press down the cold start (choke) lever, a few kicks with the valve lifter in, then kick while simultaneously releasing the valve lift and a little bit of throttle. Like any motorcycle known well by its owner, Nigel makes it look easy, but it takes me a couple of attempts to find the correct throttle opening when kicking. But it starts easy enough thereafter.

Nigel's Vincent's throttle action is impressively light compared to other twins I've sampled, while the clutch is smooth and progressive too and not a bit heavy, either. Setting off, I do my customary front brake test – this one feels pretty good, always reassuring. We head straight out into heavy town traffic and set about filtering through. Now, this can always be a little nerve-wracking in an unfamiliar city on an unfamiliar motorcycle, but the Vincent is pleasant, docile and tractable, though its bark ensures any car driver not paying attention soon is. Out



Above: Twin clocks are both quick to spin round...

Below: The English countryside and a Vincent twin constitutes a great day out!





Above: The purposeful looking Vincent at rest.



onto the bypass and its time to give it its head. And it is brilliant. Soon, the Vincent feels familiar and solid, as we 'drag race' away from lights before pulling up to the next set. I can see why Nigel uses it on track. I can also see him grinning at me as he glances back. We're having fun.

Away from the traffic light GP, we ride into the countryside. By now, the Vincent riding position is feeling natural, while I'm relishing the five-speed gearbox too, though first gear is perhaps a touch on the tall side when pulling away, which eventually means the clutch gets a bit hot and bothered as we do several stop/starts for photographs. Nigel has encouraged me to rev the Vincent plenty and it responds magnificently, accompanied by a thrumming boom. We get onto single track roads and our pace keeps reasonably brisk - humpback bridges, potholes and high hedges means one's attention must be kept and though the Vincent doesn't become overly agitated, it isn't as settled as Nigel's Commando, and I'm struggling, slightly in vain, to keep up with the rapid blue missile (and its rapid rider) in front.

We swap bikes for the ride back and I get to follow Nigel on the Vincent. It's brilliant, as we tramp round a big, open, wide roundabout, watching the Vin's right footrests skimming the Tarmac as Nigel maintains his line, with his left hand out indicating we're coming off the roundabout, all the while the Vincent rear wheel gently going up and down though the machine stays dead true. Impressive to behold. And that sums this Vincent up all round.

History

Though this Vincent is a fabulous machine in its own right, it also has quite some history too, being the machine owned by legendary journalist and author Bruce Main-Smith (BMS). Bruce did epic mileages on the Vin, while it was also modified extensively - Nigel still has the rear subframe the affectionately-named 'Pig' (owing to its appearance, not temperament) was fitted with by BMS. In fact, the Pig was the subject of a *Motor Cycling* roadtest in late 1960, which we've reproduced over and which makes for interesting reading. I'll make no further comment on the performance figures quoted than to say I reckon this Vincent still has that in it. Easily. But as for being a Pig? Not a bit of it. 🐷

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Specification

ENGINE

Type	50° V-twin four-stroke
Bore	84mm
Stroke	90mm
Cubic capacity	998cc
Valves	Overhead (push-rod)
Compression ratio	7.3:1
Carburettors	Amal 1 1/2-in bore "289"
Ignition	Lucas magneto with automatic control
Generator	Lucas E3L 6-v 60-w dynamo with AVC and boosted output
Makers' claimed output	55bhp/5500rpm
Lubrication	Dry sump with double-output rotating-plunger pumps
Starting	Kickstarter

TRANSMISSION

In-unit gearbox with footchange	
Ratios (48t. rear sprocket)	3.7, 4.4, 5.9, 9.4
Speed at 1000 rpm in top gear	21 mph
Speed equivalent to revs at maximum power rating:	
Second gear	73mph
Third gear	100mph
Top gear	118 mph
Primary drive	Triple-row chain in oil bath

Final drive

Single-row exposed chain (both chains by Renold)
Clutch Norton multi-plate in "dry" compartment
Shock-absorber Spring-and-cam type on engine shaft

CYCLE PARTS

Frame	Box-type backbone with powerunit as structural member; bolted on sub-frame.
Front suspension	Girdraulic forks modified enclosed coil springs; two-way Armstrong hydraulic damper with limit stops.
Rear suspension	Swinging-fork with hydraulically-damped Armstrong units; 85-lb springs. Wheelbase 53in.
Tyres	Dunlop ribbed 3.25 x 19-in front, studded 3.50X19-in rear, both held by security bolts and balanced.

Brakes

Duo front, single rear, all 7-in dia. racing parts.
Total lining area, 30 sq in
3 1/2 gallon; two taps
Hollow upper frame member, 6 pints
Marchal: 45/36-w. adjustable head, 48-w spot, 48-w fog. Lucas: twin

Horns	6-w side, 18/6-w, stop/tail, one 3-w speedometer
Battery	Twin Lucas Windtone Lucas 12ah
Speedometer	Smiths modified 130 mph with trip
Seating	AMC q.d. two-level twinseat
Stands	Centre, prop, front ink
Toolkit	Too large to list; includes full tyre and chain repair equipment
Toolbox	Open compartment beneath seat
Finish	Black cycle parts, power unit in natural alloy, glass fibre enclosure in silver with black trimmings; usual parts chromium or cadmium plated

OTHER EQUIPMENT

Modified Avon Streamliner; q.d. panniers rear carrier; Triumph tank-top luggage grid; tyre pump; special engine breather; pillion footrests; oil-temperature gauge; mirror

PRICES

Machine	Listed in 1951 at £336 11s (inc £71 11s PT)
Tax	£3 15s pa (£1 7s for four months)
Makers	Known in February, 1951 as Vincent-HRD Co Ltd, Stevenage, Herts, now Harpers Engines Ltd of same address

'Motor Cycling' Test Data

Conditions. Weather: Dry, cold (Barometer 29.85Hg Thermometer 36°F). Wind: N, 8-10 mph Surface (braking and acceleration): Dry asphalt. Rider: 11 1/2 stone, 5 ft 10 1/2 in, wearing two-piece suit, safety helmet, normally seated behind screen throughout. Fuel: "Super" grade (101 Research Method Octane Rating).

Venue: Motor Industry Research Association Station, Lindley.

Speed at end of standing 1000 yd:

East	102mph
West	94mph
Best certified MIRA, maximum (rider upright behind screen)	109mph
Braking from 30mph (all brakes):	9 1/2 yd

Fuel consumption:

At constant	50mph	60mpg
	70mph	46mpg
500-mile overall figure		53mpg

Speedometer

30mph indicated = 30.5mph true
40mph indicated = 40.3mph true

50mph, indicated = 50.1mph true
60mph indicated = 60.4mph true
70mph indicated = 70.5mph true
80mph indicated = 80.4mph true
90mph indicated = 91.9 mph true
100mph indicated = 101.8mph true
110mph indicated = 110.8mph true

Mileage Recorder

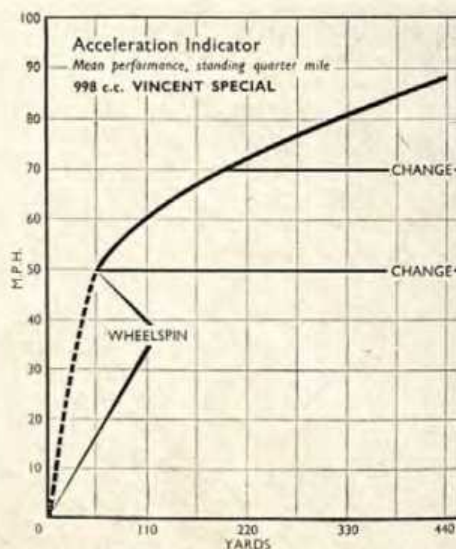
Electrical Equipment

Top gear speed at which generator output balances:	
Minimum obligatory lights	28mph
Headlamp main beam	36mph
Headlamp and either spot	Not capable

Weights and Capacities

Certified kerbside weight (with oil and 1 gal fuel)	540lb
Weight distribution, rider normally seated:	
Front wheel	43%
Rear wheel	57%
Tank capacity (metered):	
Total	3 1/4 gal
Reserve	1 1/4 or 6 1/2 pints

Over-reading 1/2%



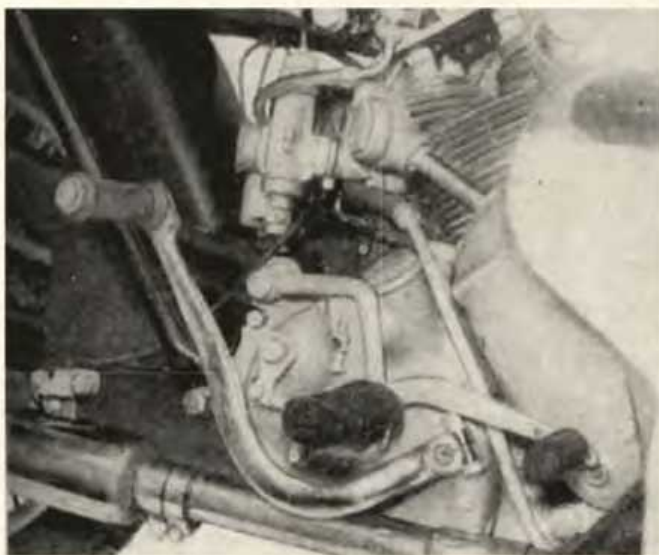
We close the year with a Road Test that is different. It deals with a privately-owned machine of a make which (regrettably, many feel) is no longer in production. The subject is the 10-year-old "Shadowized" Vincent "Rapide" owned by staffman Bruce Main-Smith and modified by him to his personal requirements. Its history includes a spell of solo and sidecar racing. - Ed.

NOW at a mileage of 132,000, Bruce Main-Smith's 1951 1,000cc ohv V-twin Vincent "Rapide" has been converted by the owner to meet his own priorities. These demanded the ability to cruise indefinitely on motorways at 90 to 100mph; outstandingly good acceleration and braking to deal with weekend traffic on the A29 and A3/A283 London-South Coast routes; first-class roadholding; protection from the weather; luggage-carrying facilities and especially good lights. Further, the machine had to be as suitable for the owner's wife on the pillion as it was for the driver.

Accordingly, the following non-standard



Tailored for two, the Main-Smith Vincent has the power and the handling properties of an ideal pillion machine.



(Left) The modified kickstarter crank can be used without fouling either the footrest (also modified) or pillion rest. The carburettor top has been enlarged to take softer springs.

equipment has been fitted, some of it of the owner's design and construction: "Shadowized" engine with "Picador" two-start oil-pump worm, doubling the rate of circulation; "Lightning" brakes; "conventional" swinging-fork rear suspension; an "Avon Streamliner" full-frontal fairing; qd panniers and luggage carrier and an AMC twinseat.

The immediate impression on seeing "Pig"—as the Main-Smiths call it—is of cumbersomeness. This was not dissipated when one wheeled the machine around. Steering lock was restricted, even below the limited Vincent standard, and the frontal overhang was a nuisance.

Against this, the enclosure was completely successful in keeping the rider clean and dry—even his hands and feet—and in relieving him of fatiguing wind pressure. (The Vincent "leaning on the wind" position has been eliminated by moving the footrests forward and fitting Ariel handlebars.) At speed, goggles were necessary. The passenger received some air buffeting,

though less than on a "naked" model. Really fast cruising in rain was practical. Water could not pass the front-fork gaiter. Internal leg panels tidy up the enclosure, allow the stiffening boxes to be used to carry full puncture and chain repair outfits, and direct air more onto the cylinders. Either shield could be taken off in 30 sec.

Diminished cooling by radiation made the engine run hotter than standard at low air speeds—without, apparently, any ill effects. A pleasant warmth was imparted in the wintry test period; in summer, the owner's riding kit consists of sports jacket and flannels, with light outerwear for rain.

Once under power, the steering was faultless. There was no heaviness at low speeds. Although the standard steering damper had been removed, the Vincent was 100% wobble-free, even when thrust hard over bumpy roads. It never nodded its head or wagged its tail.

There was undiminished ground clearance. The enclosure could not be touched down.

In the wet, sheer weight aided adhesion, the

mount being both quick and extremely safe.

Roadholding was equal to that of any mount in current production. Indeed, it was "Grand Touring" in the car sense of the term. The ride was exceptionally comfortable for this level of handling, the Girraulic front forks making a major contribution.

Behaviour was free from pitching or any associated faults. There was no change of trim, no matter how hard the excellent brakes were applied. Application of the nominal 55 "brake horses" produced only a trace of lifting at the front; jack-knifing at the rear pivot, not unknown on standard Vincents, was completely absent.

The front forks clicked on being moved from lock to lock, indicating wear at the eccentrics. The metal-bush-pivoted rear fork was rigid laterally. The use of closed lug ends in this component, however, made rear wheel removal complicated and messy.

Steering generally was a revelation for a mount weighing 540lb, conceived in 1945 and home modified. A pillion passenger was no handicap—if anything, an asset. The front forks have Series 'D' trail limits, an Armstrong hydraulic unit and one Norton clutch spring supplementing each inner main spring.

The tailored riding position proved perfect for a man of much the same size and build as the owner. The tank could be both narrower, to reduce splay at the knees, and larger, to hold more than 3 gal. The fixed footrests were just right; both their associated pedals, modified to suit, were well-placed. The pillion rests have been lengthened and cranked for the comfort of a 5-ft 1-in passenger.

With the flexibility and output of a "Shadow"-type engine, the machine had an abundance of smooth power. The crankshaft, Hartley balanced, mounts Irving-designed caged big-ends.

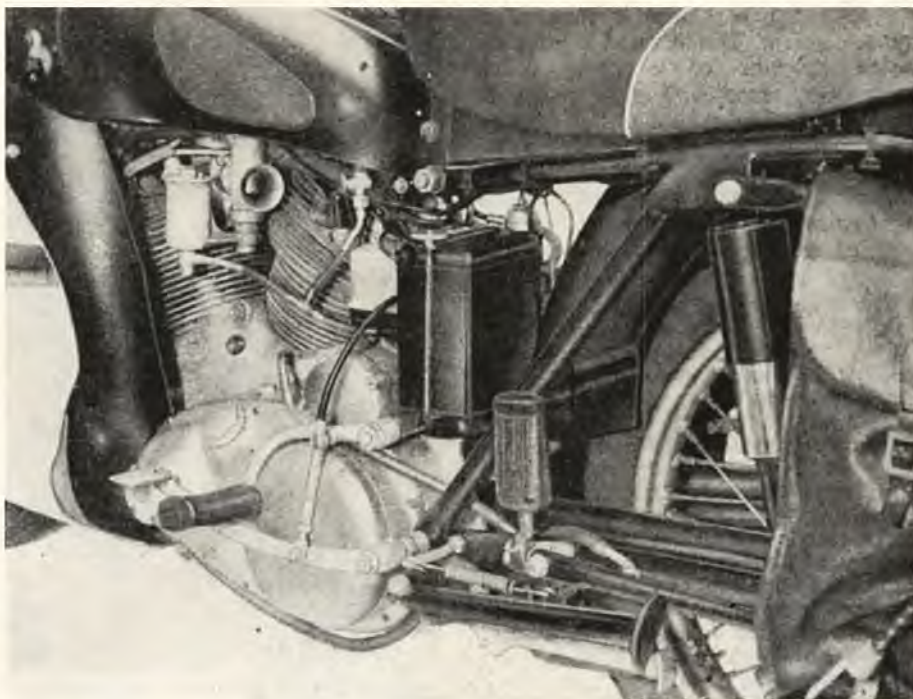
A continuous motorway cruise in the upper nineties revealed no vibration. But there was a

protracted period, in the forties in second and fifties in third, which produced tremor rather than vibratio – an effect probably accentuated by the general smoothness. Top gear could be held down to 35mph, below which speed the extra backlash suggested a change down.

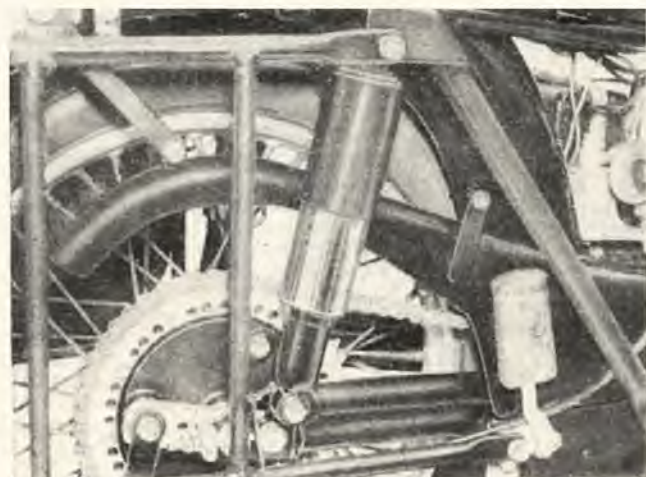
What optimum use of the gears could achieve is shown, strikingly enough, by the graph and tabulated figures; but under road conditions change-points were by no means critical. Although third could be held to 90 or even 100mph, this was quite unnecessary. The machine has been fettled to give shattering acceleration in top gear at 45mph. Good results were forthcoming at 40; at about 43 one felt everything get into phase – then one had to hold on very tight. And pick-up persisted at 100 if the half-open throttles were suddenly fully lifted.

The gearbox has the low “Rapide” bottom. Top and third have been given extra backlash. Also non-standard is the multi-plate dry clutch, made from Norton parts.

This combination gave faultless gear-changes. A Vincent can be stiff to put into top around 90mph, but this did not occur. Neutral was easily



Fixed main footrest and modified brake pedal are details seen in this nearside view. Both crankcase breather pipes enter the pannier rail so that discharge occurs at the machine's rearmost point.



(Left) The home-brewed swinging-fork rear end, with Armstrong damper. The axle lug is cut from solid high-tensile steel. The pannier frame is q.d.; the wheel is not.

found from bottom or second. The gear pedal, however, had too long a travel.

The clutch was excellent, light and jerk-free. There was no overheating, slipping or need for adjustment during the test.

Carburation was unhesitant throughout. The modified mixing chambers permitted light wrist action. General fuel consumption was 53mpg over an extended period of really hard driving. “Super” grade petrol was essential to avoid pinking.

Main jet size is 190 instead of 180 to promote reliability at prolonged high speeds. PJO 846 has not been recently decoked – in accordance with the widespread belief that this process is simply unnecessary with a “1000” Vincent.

The handbook advice of “straight” oils – SAE 50 summer, 30 winter – is normally followed. In deference to the high-speed work at MIRA, we kept to heavy oil this month and paid the penalty with an engine stiff to crank when cold. No chokes are fitted, nor were they needed; a good flood was enough. The rear float-chamber is sensibly mounted on the left so that the petrol

may be left on when the prop-stand is used; its tickler is extended for easy access. The standard Vincent drill of raising the footrest before kickstarting was not necessary; the pedal-piece to the rebent crank is fixed permanently out; it did not foul the leg.

Vincent braking has always been superb and indeed set the road-test record for a long time. The “Lightning” racing anchors on this mount were first-class. Pedal pressure on the single drum back stopper was less than standard for the marque. Neither it nor the Ferodo-lined dual front brake were affected by heat or rain.

The Marchal lights were admirable, especially the asymmetrical cut-off to the dipped beam of the headlamp, the set of which is adjustable from the saddle to compensate for load. The “flamethrower” spot is aimed 30yd ahead, aligned on the verge of the centre strip of the M1. The fog lamp gave a spread pattern at short range.

The note of the twin Lucas Windtone horns, set to fire up the left airscoop, was lethal at 150 yd during 90mph motorway cruising. Boosted

dynamo output kept the battery up, though charging as heavy as 8 amp, was seen at times.

The power unit was oiltight with the exception of the kickstarter cover, a “dry” compartment anyway! Oil consumption however, was high at 200 miles per pint. There was considerable engine-to-chaincase transference, which called for levelling and probably accounted for most of the oil loss. KLG FE75 plugs were used. They never fouled, even in prolonged central-work (inlet valve and rocker drainage been improved).

Exhaust silencing was up to the usual Vincent standard, which is good. Mechanically, the engine was clattery, but wear may account for some of this; For example the cams are the originals. There was slap from the cylinder group, which has some 90,000 miles and is due for renewal.

Many detail points are worthy of comment. The special prop-stand is excellent – easily found with the foot, always supporting the machine firmly and tucking up well. The centre-stand is really repair-maintenance equipment, so its heavy lift may be overlooked. Neither grounds on corners. Regrettably, there is no front stand, so a small jack is carried.

The handlebar mirror is free from vibration blur and was a boon. The speedometer, which had been regearred to remove optimism, was accurate. There are 16 attachment points for elastics on the luggage equipment.

To sum up. Here is a 1945-designed, 1951-built machine that has been modified for a particular purpose. The success of those modifications in dealing with certain known Vincent shortcomings provokes, inevitably, thoughts of the mount that Stevenage might have been producing today – and points sadly to the gap left in the British production pattern by the death of the big twin.

End



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Touring

in style

Fancy riding an Italian classic in some spectacular scenery? Then this might just be the trip for you.

Words and photography: IAN KERR

The small town of Tavullia is 10 miles inland from Pesaro on the Adriatic coast. In 1911, the widowed Teresa Benelli bought a workshop in Pesaro, to ensure a future for her six sons – Giuseppe, Giovanni, Filippo, Francesco, Domenico and Antonio ‘Tonino’, though the family actually came from Tavullia to the larger town. Nowadays, the community of just over 7000 people is best known as MotoGP legend Valentino Rossi’s home town and that is where his house and training track is... as well as his restaurant, with the fan club offices next door. A large poster adorns the bridge in the centre of the town and every lamppost is wrapped with yellow ribbons with Rossi’s number 46 on them, leaving you in no doubt you’re on ‘The Doctor’s’ turf.

Lovely roads are a given.
Great food, too.



Right: The clubroom at the Benelli Museum.

Far right: There's plenty of literature in the reading room.

Inset: The Benelli museum entrance.

Bottom left Mannequins are used extensively in the Benelli museum. Motorcycle is a 1927 175cc Benelli Corsa.

Bottom right: Ian Kerr's 250cc mount, from the Motobi era.



Around 25 years ago in Milan, north of Pesaro, Mototouring was founded by the multi-lingual Eligio Arturi. In the two and a half decades since, the firm has successfully run tours in Europe, Africa, Central and South America and carved out an enviable reputation.

Until recently, Mototouring focused on modern motorcycles – the rental of machines and riding gear, providing shipping and storage – and that's just some of the services on offer. Eligio, though, has always had a passion for classics and has teamed up with Moto Club Pesaro T Benelli, the Registro Storico Benelli and the Officine Benelli – or in other words the official Benelli Museum, housing 150 fully restored motorcycles – in a new enterprise.

Run by Paulo Marchinelli, the Moto Club Pesaro was formed by enthusiasts whose primary interest was the preservation of Benelli motorcycles and some of the other now extinct brands from Pesaro and the surrounding region. The group bought one of the buildings from the original Benelli factory and set about restoring it to form a museum and clubhouse. The building is actually post-Second World War, as the originals were destroyed by Allied bombs.

With a lot of the work now done (but still more to do) the building houses a comfortable office stacked with journals to enable machine identification; it is now one of the accepted bodies to date motorcycles in Italy.

In addition there is an area of the club (Valentino is a club member) for members to watch MotoGP on a large screen, surrounded by engines and trophies in glass cabinets. In the centre is the large museum area where the members have created a superb display showing the history of Benelli, while another equally large area houses motorcycles awaiting restoration and available for use.

In the museum section can be found examples of the early models from the 1920s such as the 1925 Moto Leggara 125cc Tipo Sport, the 175cc Corsa and other small capacity models, moving through to the late 1930s when you start to see 250cc and 500cc models appearing. It should be noted the first Benellis were not produced until 1921; in the beginning the Pesaro workshop was only a service garage.

Despite this late start, Tonino Benelli started to race successfully and after his brother Giuseppe designed the 175cc four-stroke engined machine, complete with an overhead camshaft, Tonino became Italian champion in 1927, 1928, 1930 and 1931. 🏁



❶ Racing was to play a big part in Benelli's reputation, with larger bikes coming in the 1930s and in 1940 Benelli launched a 250cc four-cylinder racer with double overhead camshaft and supercharger that would never see the track due to the war. During the conflict the company Benelli produced only military motorcycles. After the war, with Dario Ambrosini in the saddle, they won the 1950 250cc world championship. But Ambrosini's death in 1951 saw a heart-broken Benelli withdraw from GP racing for several years.

But one brother, Giuseppe Benelli, then left and set up Motobi, with the classic two- and four-stroke egg-shaped engine, of small and medium displacement. Benelli still managed to win the first Motogiro d'Italia in 1953 with the racer Tartarini. At the start of the 1960s the Motobi and Benelli brands merged to form one company and once again achieved racing success with Tarquinio Provini and Renzo Pasolini, taking a second 250cc world title in 1969 with Australian Kel Carruthers.

Benelli then went through a series of different owners and in December 2005 became part of the Qianjiang Corporation located in Wenling, China. Modern four cylinder machines bearing the historic brand name also sit in the museum and are in use by many members of the club as their everyday mounts.

The club is not only interested in providing a static museum, but is even keener on taking it outside to a wider audience by taking part in numerous classic events. As part of this ideal, members see the continued use of the machines as paramount to helping convert other enthusiasts in order to preserve not only their chosen marque, but classic motorcycles in general.

The desire to use the machines and a chance meeting with Eligio led to an idea to run a tour using members' bikes and those from the museum, taking in some of the



Above: Line-up of some fabulous Benelli machinery.

Right: Not all Benellis are red. Here's a lovely 175cc cammy from the 1930s.



Below: The 500cc Benelli four, from the De Tomaso era.

best roads in the area. As well as riding, the idea was to trace some of Italy's motorcycle history and turn it into a classic festival and journey of discovery.

When you throw in Italian food, history, architecture and some decent weather, it becomes an irresistible temptation... so I joined a group of knowledgeable American collectors and enthusiasts for the inaugural Benelli Vintage Tour. Here's my diary of events...





Thursday

A short train ride from the airport at Bologna saw us arrive at Pesaro and our hotel base on the seafront for the week.

Friday

We paraded at the club house/museum to be allocated our machines for the week, although it was stressed that we could swap around in order to get a flavour and the diversity of the Benelli brand.

While the museum traces the firm's 100-year history with machines from all decades, the bikes we were allocated were the more practical 1970s models, from when the firm was taken over and modernised.

In 1972, the company was bought by the Argentinean entrepreneur Alejandro De Tomaso, who also acquired Moto Guzzi. He relaunched and enlarged the product range, presenting multi-cylinder motorcycles and a prestigious 750cc Sei, which was the first six-cylinder motorcycle produced available for purchase by the general public.

Despite my attempts to get out on one of the original overhead camshaft bikes from the 1920s or 30s, it was not to be, and I had to 'settle' for a 250cc single from the Motobi era when the 650cc Tornado that I was originally allocated wouldn't start. My riding companions seemed more than happy to get sixes and fours with electric starters, as well as some of the two-strokes from the 1970s.

Now, while daily itineraries had been mapped out, it

Above left: The 1939 supercharged Benelli four – the museum has an engine but the whole machine is in Morbidelli's collection.

Above right: Vast array of machines in the Morbidelli emporium, featuring machines from through the ages.

Below left: Former 500cc world champion Eugenio Lazzarini has quite a collection.

Below right: Giancarlo Morbidelli with his 500cc grand prix racer.

became clear – in true Italian style – that such timings were just a guide and each day would depend on weather and the availability of some of the owners of the private collections we were due to see. To make our life easier, we wouldn't need to worry about navigation, as in addition to a back-up van, club members would ride with us.

However, when the local traffic cops turned up, we realised we were getting a proper escort out of town on blue lights and two-tones, such is the pull the club has locally. Once out of Pesaro, club riders kept everything flowing by holding traffic at roundabouts and junctions and nobody seemed to worry it was just an orange-jacketed rider and not a police officer – only in Italy!

Saturday

This was a short day in riding terms, as most of us spent quite a lot of time examining the exhibits in the museum which the organisers had anticipated, so it was a route that allowed us to get used to the machines and each other's riding styles. Still, as well as some fabulous roads we managed to visit a historic town complete with stunning church, plus a fascinating exhibit of mummified human remains in a different church.

It was clear that club members on the escort machines were not afraid to use their classics to the full in terms of performance and handling. 'Super Mario' showed that a 900 Sei would not break its crankshaft (a popular belief if they are revved too much) if the performance was used and, despite dragging its undercarriage, would hold its line through any bend... the rider smiling all the time as he did so!

Sunday

Today, I was out on the 650cc Tornado, it having been repaired. We headed to Loreto for lunch and a look around the large cathedral, before heading back down the coast road. Meanwhile, others were also swapping machines and all seemed to have different gear change patterns as well as right and left-foot systems... just to keep everyone on their toes.

Monday

A ride north towards Rimini and an appointment for a guided tour around the Bimota factory. Founded in 1973 and having endured a chequered history, but now with all its problems seemingly behind it, Bimota continues to produce some pretty special machines; despite the brevity of the tour, one of our group was impressed enough to place an order. Lunch was then taken in the Republic of San Mario before another breathtaking ride through the hills back to the hotel.





Tuesday

Tuesday was a convoluted ride through the hills and a few historic towns, before we ended up at Tavullia for a look from the hillside at Rossi's practise track... and then headed into town for lunch at his restaurant. Staying on the theme of MotoGP, we then headed to Coriano for a look around the Marco Simoncelli museum.

With stunning weather and roads putting everyone in the mood for racing, we headed back to Pesaro and a look round the Morbidelli Museum. No matter how many times I visit this museum I never get bored as it is one of the best in the world, boasting 350 road and racing motorcycles. Machines from all over the world, not just Italy, are displayed in a series of well-lit halls.

Bikes range from those immaculately restored right down to those with original paintwork, just as they were discovered. Road and race bikes are interspersed and each is on a mirrored plinth.

Exotica sits in among the mundane, and by following the 'prescribed route' based on time decades, you can trace the history of motorcycling the world over from the turn of the last century right through to the 1990s.

In 1998 Morbidelli made a 847cc V8, shaft drive road-going motorcycle. Sold direct at a premium price and delivered in its own packing case, at that time it was the world's most expensive motorcycle... although few sold and one of the last sits in the foyer.

Wednesday

This was to be one of the longer days riding up into the hills. Unfortunately the weather turned and most mountains were cloaked in clouds with little in the way of views, and we got somewhat wet on our ride back.

Thursday

Given the poorer weather, a coach was quickly arranged to take us to the Fasassi underground grotto system which was stunning and one of the best examples of the wonder of nature. It was a good job we were in a bus, as when we arrived at the TM factory back in Pesaro we would have been drowned rats dripping around a very hi-tech factory.

TM was launched in 1976 by two childhood friends Claudio Flenghi and Francesco Battistelli ('Mr Engine' and 'Mr Frame') and the firm has gone onto build bikes that are designed, engineered and hand-built in-house.

Having looked around some very modern machines, it was back to classics and a short hop down the road to see former 50cc world champion Eugenio Lazzarini and his collection of racing machines.

Lazzarini's career, which spanned 15 seasons, started in 1969 and the diminutive Italian won the 1978 championship on an MBA (Morbidelli) and then took the 50cc championship for the next two years on a Kriedler. Among his bikes are several he built himself, and he provided an interesting talk on his life and times.

Above: They look like toys... which makes this perhaps the world's best toy cupboard...

Below: More than 200 motorcycles in a private collection.

Friday

Another damp day, but that did not stop us riding out to view a private collection of more than 200 machines, including Kel Caruthers' 1969 250cc title-winning Benelli four, which was started up for our benefit.

Other notable machines included an Eddie Lawson championship-winning Yamaha. On the roadster front there are many examples of various small Italian factories that did not last long, but still contributed to Italian motorcycle history.

A stop at the magnificent Rossini opera house concluded the day before we dropped off the motorcycles at the museum before cleaning up for the farewell meal at the clubhouse.

Saturday

For me it was back on the train and plane, but all the others had elected to stay on for the MotoGP race to finish off their time in Europe before flying home.

End



Conclusion

Eligio and his team had provided exactly what they had promised, a classic motorcycle event on classic machines, with a little bit of Italian culture thrown in for good measure. Subsequent emails have shown everybody agrees.

So as a result of all the positive feedback, the team at Mototouring have now announced a series of classic events which includes a

repetition of the inaugural event detailed above as well as some other stunning events including some spectacular riding.

All I can say is if you like Italy, Italian bikes and good riding in good company with like-minded individuals, book now to avoid disappointment.

Contact: mototouring.com

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Straight Arrow

This Ariel Arrow looked a good buy and has proved to be worth every penny.

Words: ROY POYNTING Photography: TERRY JOSLIN





Classic motorcycling is all about nostalgia, and the great majority of our bikes are models we owned or coveted in our youth. So it's not remarkable that Hampshire-based Ian Thoroughgood hankered after an Ariel Arrow like the one he zipped around on in the early 1960s, and the only surprise is that he had to go to the other end of the country to find what he wanted. "I'd seen this one advertised in *Classic MotorCycle*," Ian explains, "and it sounded just right; unmolested and with a known history. I didn't initially have space for it, but I sold one of my restorations and luckily the Ariel was advertised again the next month. It wasn't particularly cheap at £2500, but I phoned the advertiser - a chap called Bill Tomson - up in Scotland, and he invited me to make an offer. When I asked if he'd consider two-two there was a long pause while he thought about it, and then he said, "No, that's too much when you're so far away, so you can have it for £2000." Once he'd got over the shock Ian naturally jumped at the offer and had the Arrow sent down by a specialist carrier. ●



Well, I've never heard of a vendor undercutting a potential buyer's offer before, but Bill is obviously a very genuine chap, and the Arrow turned out to be equally genuine. Ian is absolutely delighted with his purchase and only had to fit new ignition points and replace a spider-infested air filter in order to get it running sweetly. "It's exactly the same colour as my first one," he says, "and it's much more original than that one was by the time I sold it because I'd fitted a fairing, alloy guards and expansion chambers." He shows me photos of this first Arrow's evolution, and when I comment that they all show it wearing standard silencers, Ian reveals that he used to switch back to them on weekdays after he was fined £3 for making excessive noise! Interestingly, that first Arrow ended up much further travelled than his new one, as it was eventually swapped for a pristine Tiger 100 owned by an American airman who was being repatriated. "He wanted to take something less commonplace than a Triumph twin home with him," says Ian who is obviously no stranger to advantageous deals.

Above left: Two-stroke twin-cylinder engine performed admirably.

Top right: There's a handy storage area where the 'petrol tank' appears to be.

Above right: Underseat area shows the make-up of the Arrow chassis.

Below: Compact, rather than small, and comfortable too.

And that leads us back to his latest acquisition, whose provenance is proved by the documents that accompanied it. It is a genuine one-family bike, being owned by Bill Tomson's brother-in-law from new until 1981. He lived close to his job in the Clyde shipyards and although he regularly rode to work, the Arrow had covered a mere 21,000 miles when he passed it on to Bill. It was then given a light mechanical restoration with new crankcase seals and so on, and the speedo had only recorded a further 6000 miles when Bill hung up his boots a couple of years ago at the age of 80. The paperwork that came with the bike included the inaugural 1960 tax disc – a copy of which now fills the otherwise-redundant holder on the bike – and the original owner's handbook. The seat has obviously been re-covered fairly recently, but still features its original plywood base – one of the details that often suffers in neglected Arrows – plus the genuine tool kit and tyre pump in their proper places alongside the little locker in the dummy petrol tank. The Ariel is fitted with the high-compression squish-band cylinder heads that became





standard just after it was produced, but otherwise about the only non-original feature is the tartan pattern Bill Tomson hand-painted onto the locker's cover to denote a family connection with the Stewart clan.

Apart from cleaning the bike and seeing to the ignition, the only further change Ian made was to have the front wheel re-built with a 17in rim by Larry Ericksen at Spraymaster (01425 673087). "It raises the bike slightly," he explains, "and I think bikes of this era should have ribbed front tyres, which I couldn't get to fit the original 16in rim." Well, it's true that the Arrow is quite a low-built bike, no doubt reflecting its target demographic (to use modern parlance) of teenage boys; but it's no toy; and my ride confirms exactly why it was such a popular choice at the time.



First off, it's an easy starter. Coil ignition coupled with small cylinders means that little effort is needed before there's a reliable burble from the exhaust and an impressive lack of mechanical noise. When the engine is cold the carburettor tickler and push-pull rod operating the choke are easily reached, in contrast to the somewhat inaccessible setup with the enclosed bodywork on the Ariel Leader from which the Arrow was developed. And because the machine was designed as a whole the kick-start action isn't compromised by the footrest, as it often is when proprietary engines are used. But it's probably the exhaust note that most endeared the Arrow to youthful riders, because a blip of the throttle results in a wail that must have seemed truly racer-like in a world still heavily populated by ponderous four-stroke singles.

And the racer-like characteristics don't stop there. The handling is really excellent, and Mike O'Rourke's seventh place in the 1960 Lightweight TT on an Ariel Arrow tuned by Hermann Maier must have done wonders towards reassuring potential customers unsettled by the lack of a conventional tubular frame. On the road they wouldn't have been unduly unsettled by potholes either, as the trailing link front suspension does a sterling job of soaking up most road imperfections. The brakes on Ariel Leaders and Arrows Leaders are often said to be ineffective, and early models had crack-prone full-width alloy hubs, which were fairly rapidly replaced with single-sided cast-iron



FINER DETAILS

1960 ARIEL ARROW

ENGINE TYPE

Parallel twin two-stroke

CAPACITY

249cc

BORE X STROKE

54x54mm

OUTPUT

17.5bhp@6750rpm

COMPRESSION RATIO

10:1

LUBRICATION

25:1 petrol/oil mix

CARBURETTOR

Amal Monobloc

IGNITION

6v battery/coil

GEARBOX

Four speed in unit with engine

TRANSMISSION

All chain

FRAME

Pressed steel beam

SUSPENSION

Ariel trailing link front forks, rear swinging arm with Girling units

TYRES

3.25x17in front,

3.25x16in rear

(originally both as rear)

BRAKES

6in sls drums front and rear

TANK CAPACITY

2.5galls

SEAT HEIGHT

28.5in

WHEELBASE

51in

WEIGHT

275lb

TOP SPEED

70-75mph

PRICE NEW

£168

Top: The stuff of teen dreams. Arrows enjoyed much popularity with the 'learner' crowd.

Far left: Ian Thoroughgood's Arrow purchase was driven by nostalgia.

Left: In these pre-expansion chamber days, silencing was a straightforward affair.



▶ drums. Admittedly neither type is particularly large, but provided they are set up properly – as they clearly are on Ian's bike – they provide reasonable braking by classic British lightweight standards. There's little fork dive under braking – and virtually none on later models with a more sophisticated parallel-acting link to the forks – and I suspect this leads some riders to think retardation is worse than it actually is. The gear change action also comes in for some criticism, but it's no problem once you get used to the rather long lever movement.

As I've already noted, the Arrow is quite low-slung owing to its small wheels, and another factor is that hanging the engine from the beam frame means there are no lower frame tubes to accommodate. It feels compact rather than small, though, and it's surprisingly comfortable to ride. So it's nippy and handles well, but so were many of the contemporary opponents powered by Villiers' 250cc twin two-strokes, which raises the

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ARIEL

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Road, Burton upon
Trent, Staffs, DE14 1TR.

question of what made Ariel's take on the theme such a runaway success that production peaked at 1600 a month in 1960? Well, for one thing the economies of scale available to a relatively large company such as Ariel – especially when much of the tooling costs had already been absorbed by early Leaders – meant that the Arrow was considerably cheaper than the opposition from up-market firms such as Greeves, and it even undercut machines like the more prosaic Panther 65.

But the key factor was style. Designers Val Page and Bernard Knight somehow managed to disguise the Arrow's unconventional build enough that traditional riders weren't deterred, while endowing it with those modernistic '100mph while standing still' looks that are a magnet to younger riders. Even the 'helmeted' mudguard needed to enclose the front wheel as it rises and falls is in keeping with general styling, and the spats successfully disguise the forks' unconventional looks.

Sadly motorcycling in Britain was already falling out of favour at an unprecedented rate, and with ever-increasing competition from cars and more sophisticated oriental imports, decline set in almost straightaway. A reduction in bore size to produce an economy version did little to delay the inevitable and production ended in 1965. It's a shame the Arrow's flight was so short, but it's a pleasant change to report on an instance where British industry actually produced something that absolutely deserved its time in the sun, no matter how brief it was.

End

Top: Posed with Don Rickman's 1903 Ariel, that's 57 years of progress. The difference is vastly more marked in the years since 1960 to the present; indeed, the Arrow looks more modernist than some current offerings!

Left: The tartan describes the Arrow's former owner's Scottish ancestry.

Right: Carburettor is buried deep within the Arrow.





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Bit cold out!

Snow and ice are often the bane of competitive winter motorcycling events. In February of 1932, however, the snow and ice were not enough to deter the entrants to the Colmore Cup Trial from braving the frozen course which, mercifully, was not quite as grim as it first appeared.

Words: MICHAEL BARRACLOUGH **Photography:** MORTONS MEDIA ARCHIVE

Both the officials and competitors were anxious in the days running up to the trial, as the weather had taken a very bleak turn. A thick blanket

of snow had fallen over the course, which was a tasking enough route through the Cotswolds anyway.

The snow duly melted but no respite was to be had, as frost soon set in and an almost hyperborean chill descended, resulting in black ice and a cold, cutting wind. On their return from a trip round the course, the route markers were besieged by the officials who wanted to know if there were any sections of the course that the weather had rendered impassable. The surprising response was 'no', and it was even reckoned

that the entire entry might be able to get through without losing a single mark.

Straight from the plate

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Of the 105 riders who had signed up for the trial, 101 left the start point at the Unicorn Hotel. Eight miles of cold, hard roads paved the way to the first obstacle, Lark Stoke Hill. The hill looked extremely formidable, and a large bonfire had been lit near the top so that the observers could better see the machines attempting the climb. If they were expecting to see the riders struggle with the bitter weather and the steep incline, they were in for a surprise.

Last year's winner, New Imperial-mounted Sammy Jones, danced up the hill without so much as a downward glance, as did fellow New Imperial rider R A J Bowden. F E Thacker (Ariel) decided that the rutted

Marjorie Cottle (BSA) tackles the frigid earth of Lower Guiting.







Earth was not worth the bother and made his ascent on a thin line of grass to the side of it. Tyrell Smith (Rudge) also made a clean climb.

The officials decided to salt the ground at the next obstacle – which was to be a brake test – to melt the snow and ensure the riders actually stopped when they applied their brakes. Sammy Jones was unlucky – he overshot by four feet and five inches. R A J Bowden made the best of the brake test, overshooting by a mere five inches. Following a ‘stop and restart test’ on Ford Hill, the riders reached West Down Hill, which *The Motor Cycle* reported: “can always be sure of catching a few.” Jack Williams (Rudge) was up the hill so fast that it never had time to catch him, and Marjorie Cottle (BSA) made a quick and controlled climb, giving West Down Hill no reason to trip her up. Jack White (Ariel) was unfortunate to fall, as was Edyth Foley (Coventry Eagle).

At the trial’s end the winners were clear and, though the trial was far easier than expected, there were several failures. Nevertheless, the Colmore Cup (for best overall performance) went to Len Heath (Ariel), the Cranmore Trophy for the best solo performance went to L G Holdsworth (Norton) and the Calthorpe Cup for best 175cc to 250cc performance was awarded to Marjorie Cottle.



Left: F E Thacker (Ariel) and T Gibson (Sunbeam) surge through the Kineton Splash.
Top: E F Cope (Velocette sc.) and ballast making the climb up West Down Hill.
Above: W Brandish (Ariel) is watched keenly by a cluster of spectators as he bimbles through Lower Guiting.

Straight from the plate

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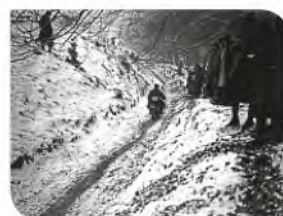


F W Stevenson (Brough Superior sc.) and his passenger were the recipients of the Bayliss Cup for the best performance on a side valve machine.



F E Thacker on Mill Lane.

Straight from the plate



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1961

BSA Super R





Beautiful A10 Beezer

When John Foster first laid eyes on this BSA Super Rocket he was actually in the market for a Velocette, but the stunning pre-unit Beezer was enough to sway John's affections on the spot.

The 650cc BSA A10 twins were praised for their reliability and handsome appearance, and this 1961 Super Rocket belonging to John Foster – resplendent in that classic red and chrome livery – is a fine example of why these machines received such praise.

As mentioned above, John was more interested in buying a Velocette when he first clapped eyes on this BSA, but he decided there and then that this machine possessed that 'je ne sais quoi' and was very keen to add it to his stable. The story goes that John, who had been on the hunt for a Velo, was visiting a dealer

that had a suitable machine in stock. John visited this dealer with a friend, and was perusing the selection of machines (which included the Velo) when his friend called out: "John, I've found it." John was led over to the Super Rocket. The machine was £1000 more expensive than the Velocette, but upon seeing the red Beezer John decided that this machine was worth the extra expenditure.

This is a '61 Super Rocket, which marks it as one of the last pre-unit BSAs. The Super Rocket was first introduced into the BSA roster in time for the 1958 season, and it came in as a sporty model that replaced the Road Rocket which, in turn, was derived from the

"The Super Rocket was introduced into the BSA roster in 1958."





Words: MICHAEL BARRACLOUGH
Photography: GARY CHAPMAN

A10 Golden Flash. The Super Rocket produced 42bhp and had a compression ratio of 8.3:1. The cylinder head was a new and improved fitment, and the carburettor – which had been an Amal TT carb – was now a large-bore Amal Monobloc. The Super Rocket bore a distinct resemblance to the old A10, but the chrome mudguards and separate headlamp of the Road Rocket were eschewed in favour of the sports guards that were found on the Shooting Star, and the all-encompassing 1958 headlamp nacelle replaced the separate headlamp and speedo.

Apart from the adoption of cigar-shaped silencers, a stiffer, higher-lift camshaft and some minor amendments to the lubrication system and electrics, the Super Rocket never changed too radically. For 1961, the year of origin of this particular machine, there were no changes, and the days of the pre-unit twin were shuffling irrevocably to a close. The motorcycle market was shrinking and cars were becoming increasingly popular, and these issues – exacerbated by several other factors including the short supply of Lucas magnetos – ultimately led to the A65 unit twins and the beginning of BSA's final chapter.

The A7 and A10 machines were ready to be axed in 1962 when the first unit twins appeared, but the Super Rocket, with new silencers and modified gears and brakes, managed to cling on well into 1963 before BSA finally discontinued it.

End

FINER DETAILS

BSA SUPER ROCKET 1961

ENGINE

646cc four-stroke ohv parallel twin

BORE X STROKE

70mm x 84mm

COMPRESSION

RATIO

8.3:1

CARBURETTOR

Amal Monobloc

POWER OUTPUT

42bhp

GEARBOX

BSA four-speed

SUSPENSION

Telescopic forks in front, two Girling units at the rear

BRAKES

8in front, 7in rear

TANK CAPACITY

Four gallons

IGNITION

Lucas K2F magneto



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Sensational stroker



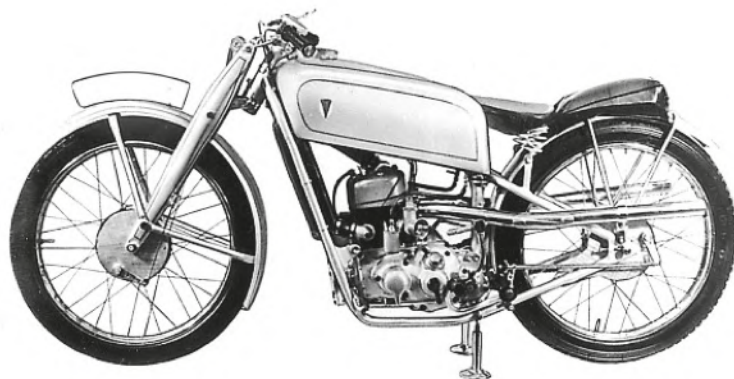
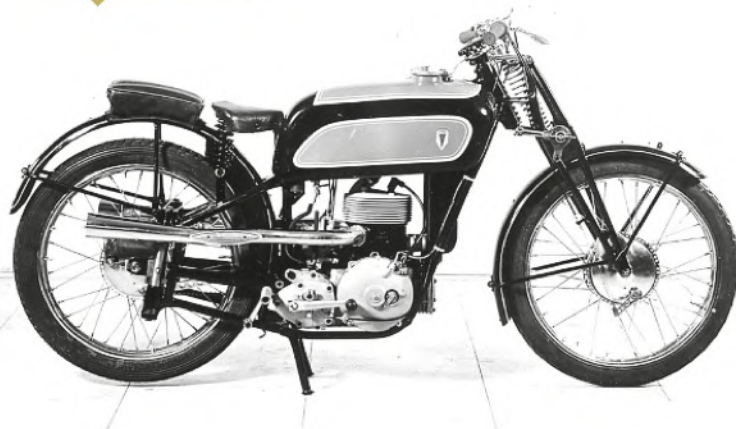
Words: JAMES ROBINSON **Photography:** JOE DICK / MORTONS ARCHIVE / PAUL INGHAM

DKW was the leading light in 250cc racing during the 1930s, its works machines all-conquering. There was a privateer version too, of which this (to be sold by Bonhams at Stafford on October 18) is a rare example.

There are some motorcycles which have attained a mythical status, there are some which have been forgotten – for me, the prewar DKW racers are a combination of those two predicaments, sort of mythical, sort of forgotten.

They are known about, but not in any great detail, so it seems. They are mentioned in many of the oft-thumbed history of motorcycling books, but never in great detail. Information is often sketchy and contradictory, while what there is, is hard to find.

And this SS250 production racer is even more in the 'forgotten' camp, mainly down to its scarcity but also, surely, underpinned by the feint whiff of judgment passed on its period creators. For DKW was one of the German names that rose to dominate motorsport in the late 1930s, all part of the state-funded propaganda assault on the sporting consciousness of the world. Whether it was the 1936 Olympics in Berlin or the Silver Arrows on the car race track, the Nazi hierarchy was on a mission to bring its brand of governance to the attention of the world, to show its strength and its superiority in every sphere of competition. Of course, that mantra was to go on to lead to a quest for world domination through war – but the seeds of such ambition were sown with a desire to dominate world sport. ▶



But while history has now come to judge, appreciate and celebrate the Mercedes and Auto Unions (Goodwood Revival's 2012 Silver Arrows celebration was worth the entry fee alone to witness), and latterly the BMWs mainly due to the firm's own active Mobile Tradition department, somehow DKW seems to have been largely overlooked, particularly in the UK. Whether it was because the firm's efforts were concentrated on the smaller classes, perhaps yes, or if it was owing to the fact that the format of the engines employed was so unfamiliar (perhaps yes, too) or was it the fact two-strokes don't appeal 'across the board' – but for whatever reason the DKW seems to have been somewhat overshadowed in the pantheon of motorcycling greats. Though Audi has a selection of the models, they are rarely seen anywhere apart from in Germany, while the factory doesn't have any records of the models too, as requests for information on the subject SS250 have proved.

Actually, though, the racers were great and don't deserve to be forgotten or treated as a footnote. Such was the DKW dominance that in an editorial in *The Motor Cycle* of June 30, 1938, A Pressman was moved to write: "Given equal luck and equal riding, the DKW can win every future Lightweight [TT] without end, unless and until we change our designs." There was more too. "The Lightweight proved beyond contradiction that un-blown four strokes stand no chance whatever against a well-designed blown two-stroke twin cylinder."

And the DKW was certainly well-designed and it was well-developed too, as some argue the design was flawed from the outset. More of that later.

Above left: Factory picture of the 1939 SS250.

Above right: From 1936, the second year of SS250 production. It was reckoned 25 were made that year.

Below left: Noel Mavrogordato at Donington Park in 1939, aboard his SS250.

Below right: Les Archer on the EMC-badged DKW SS250 at Dunholme Lodge in 1947.

A brief history of DKW

J S Rasmussen, born in Denmark, established the DKW motorcycle factory in 1919, in Zschopau, Germany. It was a brave decision – at the time of foundation, just 8000 motorcycles were registered in Germany. Rasmussen (Christian names Jorgen Skaft, then aged 40) had earlier tried other ventures including steam cars (dampf kraft wagen) but found success with a clip-on 118cc (some say 122cc) engine designed by Hugo Ruppe, which was launched in 1921. Known as das kleine wunder ('the little miracle'), over 25,000 were reputedly made in a year. DKW followed with a 142cc complete motorcycle in 1922, then a first pressed-steel framed model (the 173cc SM for Steel Model) for 1925. Success came at a fast pace, with a 500cc twin coming in 1927, while Rasmussen bought a company known as Audi Werk in 1928; at this site in Zwickau DKW cars would be built, with motorcycles continuing to be made at Zschopau.

In 1932, DKW became part of the huge Auto-Union conglomerate, with the other three circles in the now-familiar 'Audi' four-ringed badge representing car makers Audi, Wanderer and Horch. It was, though, the money generated by the motorcycle arm which kept the firm afloat and thriving. Financial success was achieved in a number of ways – low manufacturing costs thanks to efficient assembly lines, a sound product and an excellent, well-established dealer network, including a great service network. The dealers also offered a good, accessible hire purchase scheme. Machines under 200cc were, at that point in Germany, still tax free and there were no licensing laws either, though DKW also catered for the serious/sporting rider (i.e. those who had a licence) with its SB range, in a variety of capacities,



up to a 500cc twin cylinder job. By the early 1930s, DKW was the biggest motorcycle manufacturer in the world, employed 20,000 staff. One in every three motorcycles sold was a DKW with around 50,000 machines per annum rolling off the Zschopau production line.

Works racing

The old creed 'Racing improves the breed' is, of course, correct – but there's also another term which could be applied; 'Racing improves the brand.' From early on, DKW was keen to excel in competition, making its track debut in 1925. Every racing model produced before the Second World War was supercharged by means of an extra piston, the purpose of which was to increase the displacement in the crankcase. Though the early models were a success to an extent, performance really improved from 1931, when a split single layout was adopted. This system used two cylinder bores in tandem, in the same casting, with a single combustion chamber. There were two exhaust ports in the rear bore and the transfer ports were in front, with plug mounted over them. Water cooling meant that the exhaust ports could be so positioned, as they weren't reliant on fresh air for cooling, so the water cooling ensured there was no distortion to the barrel from the heat generated.

But the key to the design's success was the connecting rod arrangement. The main rod was attached to the exhaust piston and had a boss on the front end of its big end eye. To this boss was attached a shorter rod, attached to the transfer piston.

What this enabled was for the exhaust piston to always have a lead over the transfer piston, so that the exhaust ports opened before the transfer ports but also closed early on the upstroke, meaning a reduction in the incoming gas escaping to the exhaust and allowing more complete cylinder filling.

It was this system, with a few



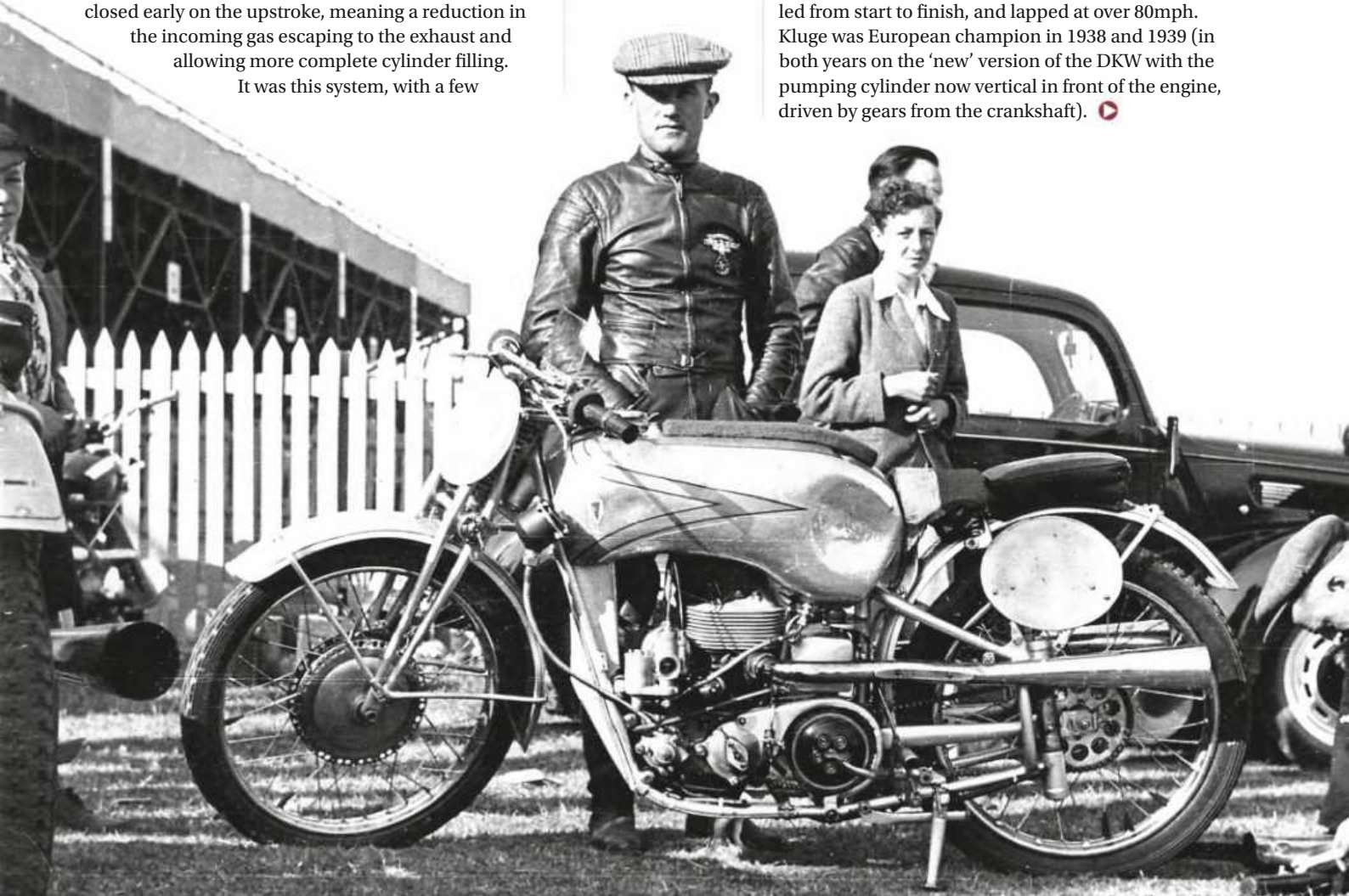
Above: Imagine the noise!

Below: Ewald Kluge, with the works model at the 1938 TT. He won the Lightweight race by 1.1 minutes.

alterations to the induction, with which DKW was to become the dominant force particularly in 250cc racing. It wasn't just the fact that the motorcycles were spectacular performers – the whole aura around the team was one of huge professionalism and clearly meant business. The racing department reputedly had 100 people working in it in the early 1930s, which had risen steadily to an incredible 200 by 1939, while the team's works racing unit would arrive early at circuits, with scores of mechanics, clad in bright blue overalls, decamping and setting up base. Surely, half the amateur-hour British boys, with their caravan of old American cars, trailers and trucks were already mentally beaten before a screaming Deek was fired up or a wheel turned.

When the wheels of the sleek silver racers started to turn, the spectacle – with the accompanying wailing soundtrack – only underlined what other competitors must have felt before the racing even started.

But not everyone has been universal in their praise for the sophisticated racers. In *Classic Racer* magazine in 1987 Brian Woolley wrote a two-part article entitled 'Building a Pup' in which he argued that "... though they did not realise it at the time, they [DKW] had committed themselves to a racing design that was quite fundamentally – unsound!" He goes on (in part two) to recognise his statement "...may appear perverse in view of DKW's successes between then [1932] and 1939." Then by detailing the vast expenditure of the DKW effort, the quality of the team's riders (Ewald Kluge, Siegfried Wunsche and Artur Geiss chiefly among them) and the paucity of the opposition, Woolley further substantiates his claim. But the record books show how Kluge won the 1938 250cc Lightweight TT by 11 minutes; he led from start to finish, and lapped at over 80mph. Kluge was European champion in 1938 and 1939 (in both years on the 'new' version of the DKW with the pumping cylinder now vertical in front of the engine, driven by gears from the crankshaft). ▶





◉ The SS models

Though a moniker which now has unfortunate connotations, the SS250 and later SS350 were among the finest racing irons available to the privateer – though only the well-heeled privateer. Introduced in 1935, the first SS250 featured a rigid frame and was finished in the same silver colour scheme as the works racers. Price was 1550 Reichmarks; equivalent to something like £125.

To put that into perspective, an International Norton was £95-10s, a Brough Superior SS100 £140. Despite the price tag, it was reckoned every SS250 was sold at a loss. Interestingly, though, the machines weren't built by the race department, but in the normal production facility.

In 1938 the rear suspension as used on the works racers was adopted, while a red-and-black paint scheme was implemented, supposedly to make it easier to pick out which were works racers and which were private owners. Though the speed differential may have helped with identification too...

By the time that the featured machine was produced, the works racers had adopted a layout where the pumping cylinder now stood vertically in front of the engine and its crankshaft was driven by a chain of gears. The SS was based upon the URe, which was effectively the machine used by the works team up until 1937. While the URe was replaced by the rotary valve ULd in 1938 for the works team, the earlier technology remained in place for the 'production' racer.

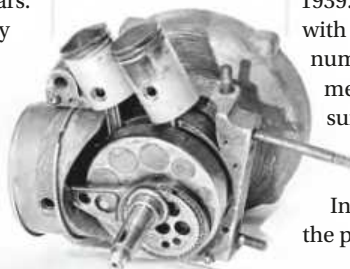
Sold in strictly limited numbers, some sources (an Alan Cathcart *Classic Bike* article in 1982) reckon that between 40 and 50 250SS machines

Above: Note the four rings logo on the filler cap.

Below: The DKW pistons arrangement, as used on the SS250, with the compressor piston at the front.

Bottom left: The compressor piston protrudes between the frame down tubes.

Bottom right: Note the extreme angle of the carburettor.



were made per annum between 1935 and 1938 inclusive (plus 15 350cc versions in 1938), which equates to a total of less than 200 in total. A record of engine numbers for the SS250 shows slightly differently, recording that in 1935 numbers 260001-260025 were made, in 1936 260351-260375 were produced, none in 1937, 260401-260435 in 1938 and 260701-260725 in 1939. Additionally, the 'five piston' (double split-single with one double-acting pumping piston) SS350 with numbers 260751-260775 were made in 1939. So, that means a total of 110 SS250s, and 25 SS350s. Rare, with survivors seemingly scarcer still, with lots which remained in Germany seemingly destroyed or broken up during the Second World War.

In his 1987 article Brian Woolley is withering about the performance of the SS250: "... the 250cc machinery





sold to private owners... was painfully slow. The few imported into England never made any impression."

Some sources indicate as few as two found their way to the UK in the years preceding the Second World War – Motorcycle Action Group (MAG) founder member Dennis Howard wrote a letter to *The Classic MotorCycle* in the spring of 1982 making this assertion.

A duo of well-known Scott racers and enthusiasts were among those linked with the screaming split singles. One owner was apparently Frank Varey, the Scott speedway ace from Sheffield known as the Red Devil, with the other Noel 'Mavro' Mavrogordato (who first raced a Scott in the 1926 Amateur TT and was supposedly responsible for the quip when asked why he didn't switch marques away from Scott for a better chance of success, that he'd "... rather lose riding a Scott than win on anything else") who campaigned one on the UK scene in 1938 and 1939.

But Dennis Howard contradicts Brian Woolley's "painfully slow" jibe as he reports seeing Mavro and the Deek "a'whizzing with a trail of smoke behind him" at a pre-Second World War event, where he, says Howard, made fastest lap. Mavro was apparently entered for the 1938 Manx on the DKW but after an accident in a Comper Swift aircraft, he was forced to scratch his entry. Mavro and the Deek are later mentioned in a 1939 race report from Donington Park, when he crashed out of a battle for second place at the Melbourne Loop.

The 1939 Lightweight TT entry list doesn't contain any Deeks other than the four works entries. The 1939 MGP was cancelled though Mavro was to appear in the 1946 Manx with his. Interestingly, there was another DKW entry in the 1946 races, for A J Wilkinson, but he and his Deek failed to appear. Although showing fairly well



Top: Having been hidden in a private collection for nearly 40 years, the DKW is now back in the limelight.

Above: Swinging arm rear suspension is similar to that used by Benelli and AJS (on its works racers) in the same period.

in qualifying and lapping at over 65mph, Mavro (who first raced at the Manx in 1926) didn't have a great race, despite the Deek emitting a "piercing yowl as he set... off the mark with a lightning burst" he didn't last long. His Manx ended with a seized gearbox at the Craig (the Greig) on the first lap. There were reports of a few others in the UK over the years. There's one in Sammy Miller's museum which is a silver-finished SS250 and appeared in John Griffith's book *Historic Racing Motorcycles* – at which time it was owned by Henry Body, who bought it in 1955 from Bonnie Good and restored it, with much help from Ewald Kluge; earlier, the same machine had been raced in the UK by Good circa 1948, while Henry has another ex-works machine (1935/36) which has appeared at recent Bristol shows and which came to the UK in the mid-1950s. 🍷



▶ In 1947, Les Archer junior (later a scramblers star) campaigned what is clearly a DKW SS250 rebadged as an EMC when owned by Joe Ehrlich. Archer's successes including winning the 1947 Hutchinson 100 held at Dunholme Lodge just outside Lincoln. Some reports reckon Ehrlich later tried to convert a DKW to non-supercharged operation (after supercharging was outlawed) before concentrating on his own engines, while other reports seem to suggest Ehrlich had more than one Deek.

The subject machine was bought by the vendors in 1976, having previously been owned by a man named Roger Slee, who appeared with it at various vintage race meetings and practise days in 1974/75. But no one we've spoken to seems to really remember Mr Slee and the Deek; though they must have made quite an impression at the time, if nothing else for the noise! Indeed, classic racing stalwart Richard Adams remembers seeing (or more precisely, hearing) a DKW in the 1970s at Mallory; that would be this machine, in 1974.

After it was purchased, the DKW was simply allowed to stand in a collection – and there it has remained.

Now, the vendor – whose father was responsible for the initial purchase and has no history with the machine, though there is a vague suggestion of an Ehrlich connection – has various other projects ongoing, and is parting with the rare racer to raise funds.

Above: The SS250 as it stands. Glorious.

Below left: Original specification Amal TT carb (one of two) complete with authentic rag...

Below right: Front brake is of significant size, and made by DKW.

Does it run?

This SS250 hasn't been run for years. There are a few at events on the continent – a friend followed one at Montlhery earlier this year and reckoned it was "quite noisy!" This one hasn't been run for years so its new owner will want to spend some time checking it over. Though it doesn't go, I couldn't resist climbing on board, with it on the stand, and 'tucking myself in.' It is a small machine, with elbows and knees in close proximity when a racing crouch is adopted.

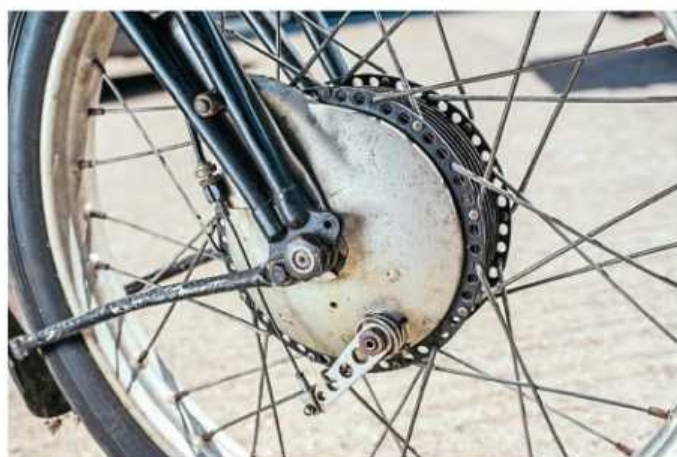
I couldn't help imagining what it'd be like to ride and, hopefully, will look forward to seeing it on track. In 1982, Alan Cathcart talked of a "vibration free" engine while reckoning the handling – criticised in some quarters in period – was "predictable throughout" and steering was "excellent, even outstanding", though he did point out he was riding on the super-smooth Misano circuit.

This rare SS250 sounds like, with recommissioning and renovation, it will give a ride which won't disappoint. Or at least a noise which will prove memorable. What a fascinating machine.

End

The DKW will be auctioned by Bonhams at Stafford on October 18.

For details call 0208 9632817 or visit www.bonhams.com



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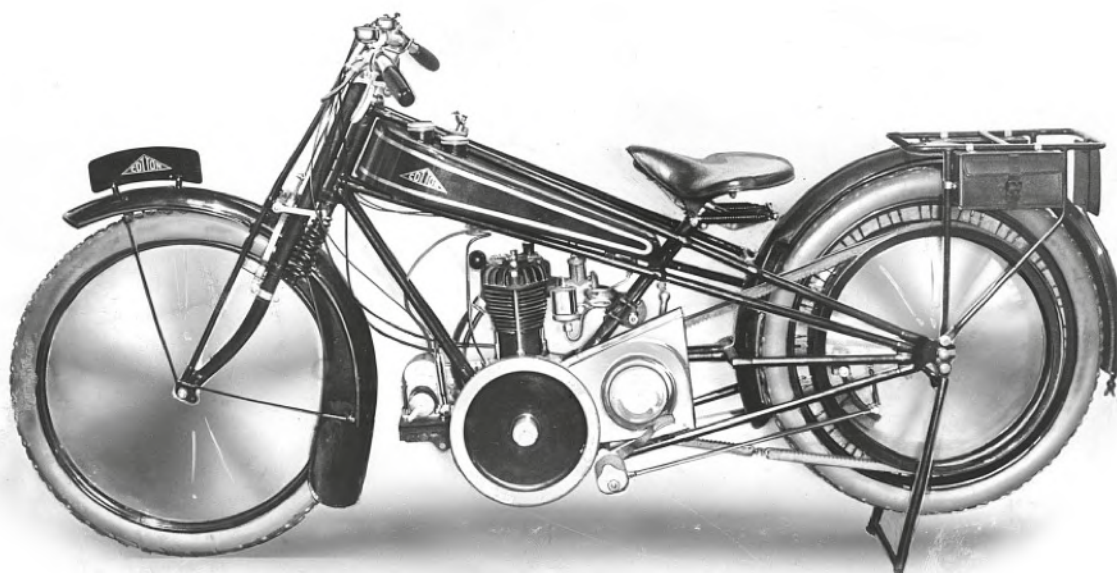
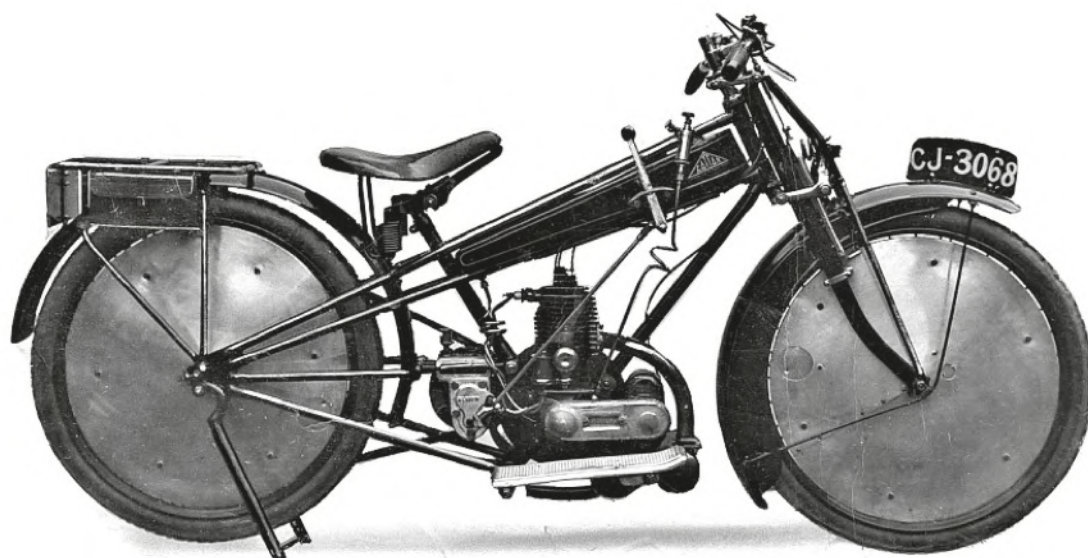
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Fourteen **SUPERLATIVE** *models*

In comparison with BSA, Cotton was a small-volume motorcycle maker and to offer a 14 motorcycle model range in the late 1930s in hindsight seems madness. But the Gloucester maker remained in business until the outbreak of the Second World War – so perhaps not so mad after all!



Words: Richard Rosenthal **Images:** Mortons Motorcycle Media and Rosenthal family collection

History tells us Cotton factory founder Frank Willoughby Cotton was born in 1891 at Burtons Farm, near Ledbury, Herefordshire. Early life focused around the farm and as Frank's father considered schooling vital, the youngster was educated at Ledbury Grammar School. With a professional career beckoning, Cotton was articled to the solicitors Masfields of Ledbury. And that should have been that, but already an active motorcycle enthusiast, when Cotton visited the 1912 IoM TT road races he was captivated both by Frank Applebee's Senior win at 48.69mph and his 'works' twin-cylinder two-stroke Scott motorcycle.

Applebee's win was significant on two levels; the first time a TT winner had lead from start to finish and the

Above left: Lovely period picture. Machine is powered by a Blackburne engine.

Top: The Cotton Lightweight, with Villiers 269cc engine. This picture appeared in the press February 1920.

Above: From 1922, a side-valve Blackburne powered 350cc example.

first IoM TT win by a two-stroke. Another first, although not recorded or even noticed by many, was Applebee's professional approach to pit stops to take on fuel, which were masterminded by his business partner and winner of the 1911 Senior TT, Oliver Godfrey. Although these ultra short for the period 15-second pit stops were staggering and the rotary-valve 486.6cc twin cylinder two-stroke engine was impressive, it was the Scott's frame that fired Cotton's fertile young mind.

During the period, engineers, riders and observers (including some of the press) regularly criticised frame design and on becoming an active competitor in hill climbs and trials, Frank experienced the problems firsthand. After his return from his 1912 IoM TT, Cotton left Masfields to join Butterfields, the maker of the Levis motorcycle, and worked alongside ground-breaking

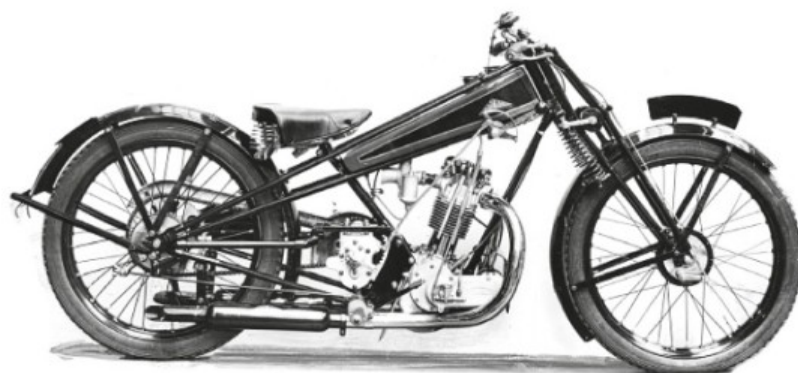
designer Bob Newey. Away from his day job at the Stetchford, Birmingham factory, Cotton worked on his concept of the perfect motorcycle frame, a triangulated design with the all-straight frame tubes for which Cotton motorcycles became famous.

Under number 17,434/1914, date of application July 23, 1914, complete specification submitted October 7, 1914, and accepted 25 February 1915, the design was patented. Despite working at Butterfields, one gathers this was an 'after hours exercise' albeit with a nod of approval from Bob Newey and the rest of the Butterfield clan as the applicant was detailed as: 'Frank Willoughby Cotton of The Burtons, Ledbury, in the County of Hereford, Student Motor Engineer.' And almost by way of approval, the Butterfields built the first few Cotton frames, installing Levis engines in at least two, including an experimental twin that had earned a reputation of vibration destroying rolling chassis. The accompanying figures one, two and three (p74) formed part of his patent application.

Despite signing up for service during the First World War, which he later often referred to as 'joining the colours,' Cotton found time to test his design having installed a number of varying engines in his frames before the war started. After demob, Frank's father supplied the finance enabling Cotton junior to establish his works at 11 Bristol Road, Gloucester, and importantly install a cast-iron jig on which to build Cotton frames. This equipment ensured each frame was not only true to design, but also each other.

Arguably, Cotton began establishing his motorcycle factory in late 1918, soon after the war ended, but often history books state the Cotton Motor Co. was founded in 1919 and after development work and announcements, manufacture of the first Cotton motorcycles offered for sale, a 269cc Villiers-powered model, began in 1920. Production levels were initially tiny (in fact, at the height of production later, levels were at best modest), though soon Frank offered a 350cc side-valve Blackburne-powered model alongside the Villiers' machines and Cotton began competing successfully in open competition events where the frames began proving their worth.

Once Blackburne introduced ohv engines, Cotton fitted them and such machines were soon on the leaderboard at local speed events. However, production levels and sales remained small, leaving one to wonder how the factory continued trading, unless Mr Cotton senior backed up his faith in his son's design with cash. Realising the need to promote his machines, Frank planned to increase his racing activity both locally and for the first time nationally, at the IoM, leading indirectly to one of life's chances.



The quintessential Cotton? Light, rakish and racy, a 1927 350cc ohv Blackburne job.

Young Dubliner, Stanley Woods, with very limited local experience, visited the 1921 IoM TT races with colleague and friend CW 'Paddy' Johnston. Watching at Hillberry, the duo decided they could 'do that' – and they did. While Johnston raced a 250cc New Imperial in 1922, Woods secured by dubious but amusing means a factory Cotton for the Junior and for which the entry list details him as its entrant. Stanley correctly wrote his letter of introduction as a 'highly successful' racer, and also penned references on the headed paper of others and via his friend Paddy Johnston, who'd just opened a small garage in Dublin. Later, Stanley dictated the replies to Frank Cotton's enquiries leaving Paddy Johnston and others to add their moniker at the bottom of each letter. Stanley Woods was later to say memories of the tricks he pulled to get his first works ride made him blush...

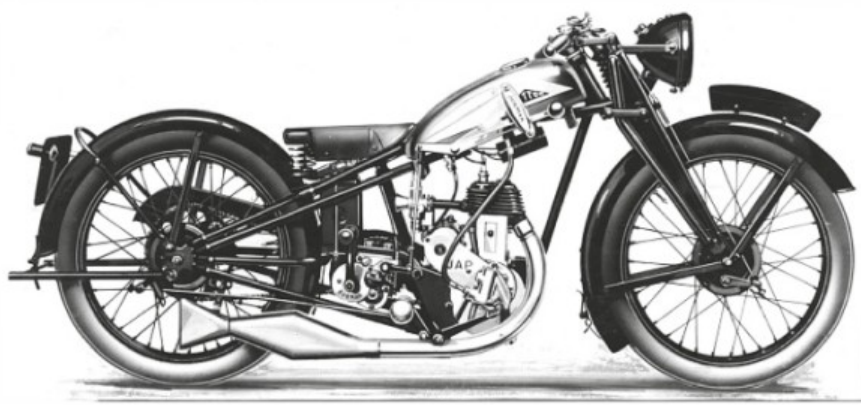
After practice on open roads in the IoM, new boys F G Morgan (factory foreman) and Woods lined up alongside old hand (well, he'd started and retired in the 1921 Senior and Junior races) H F Brockbank. Despite dropping his spare plugs at the start, his Cotton catching fire during refuelling, wearing out the brakes, crashing at the Ramsey Hairpin and hitting the curb at Governors Bridge, a bruised Stanley finished fifth with Brockbank 11th and Morgan 17th. It was a brilliant debut for the tiny Gloucester factory.

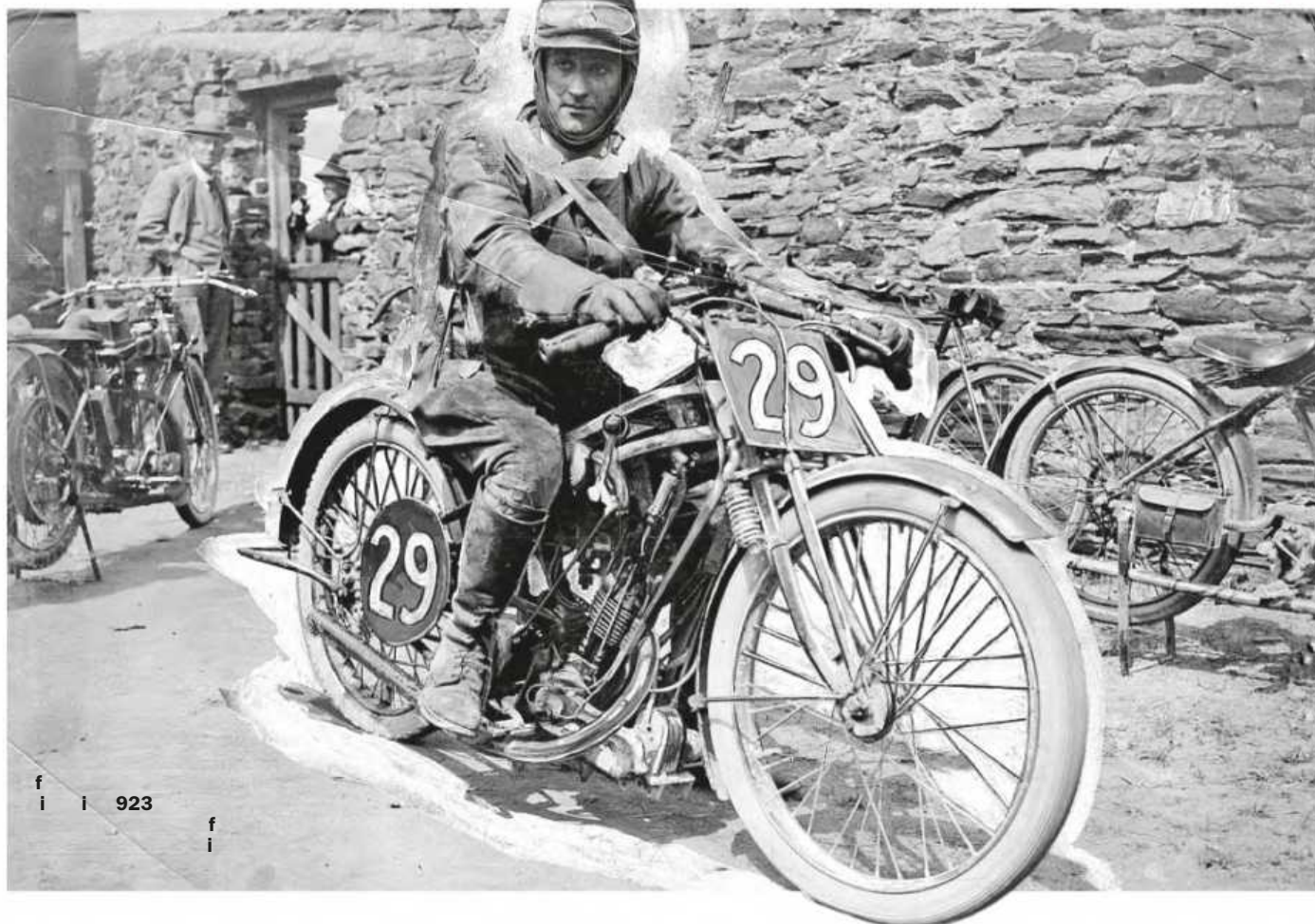
A year later, Stanley Woods recorded his and Cotton's first IoM victory, at 55.73mph. Morgan, Brockbank, C Stead and Johnston kept the Gloucester factory flag flying for the next years with podium finishes until 1926. In the Lightweight race (won by the Italian Pietro Gherzi) the Cotton boys of Paddy Johnston, F G Morgan and W Clogan finished second, third and fourth respectively to take the team prize. Then the Italian was disqualified for a technicality (racing with a non-declared brand of sparking plug) and the leaderboard all moved up a place, giving Cotton its only clean sweep at the IoM TT and a last pre-Second World War TT victory. Cottons were raced to many places up to and including 1938 in the Island.

At Brooklands, hill climbs, speed trials, race circuits and in trials across the UK and Europe, Cotton continued to score endless victories and places thanks often to its frame design. And the factory did its best to cash in on this success, offering an ever-expanding range of single cylinder motorcycles with models aimed appropriately at the tourist, commuter, competition and speed rider. They relied on proprietary engines, front forks, gearboxes and sundries with which to build their machines, all with the Cotton patent frame.

Through the 1920s the firm relied heavily on Blackburne power for both side-valve and ohv machines, while Villiers' engines served the intermittent manufacture of two-stroke lightweights and JAP models joined the ranges. Into the 1930s, Cotton offered an

Using a 148cc JAP engine, this was one of Cotton's answer to the Snowden rule on taxation, and another attempt to survive the global depression.





option of Rudge Python engines in the 250, 350 and 500cc models and as the Blackburne factory closed Cotton all but stopped fitting these units, except in the 150cc and 250cc ohv models, where stocks of the then obsolete unit lasted until into the 1938 season.

In the 1930s, Cotton offered as many as 20 distinct models in a season. A seemingly daft policy and more than giants such as BSA or DKW from Germany listed, but there was a logic. BSA, Ariel, DKW et al designed and built their engines in house, whereas Cotton bought its in from the proprietary engine makers, and it is known Villiers, JAP and Blackburne would willingly sell engines in batches as small as three to motorcycle makers and on occasions could be persuaded to sell engines singly. In fact, JAP would finish engines to a customer's detail specification in batches of three or more.

Thus in any year with its given small range of frames to suit differing engine sizes they could install an array of appropriate capacity units from different makers and complete machines in detail to suit their touring, commuting or sporting roles. And some makers, such as Cotton, took this route in an effort to ensure their survival through the depression, into the hard pressed times of the early 1930s, and then as the world once again focused on the prospect of a global conflict.

1938 and 1939 Cotton ranges

The catalogue informed: 'The Cotton with its famous design giving remarkable stability and ease of control has always set a distinctive and envied fashion. The latest models mark further scientific steps and are a paragon of speed with utter stability and safety.'

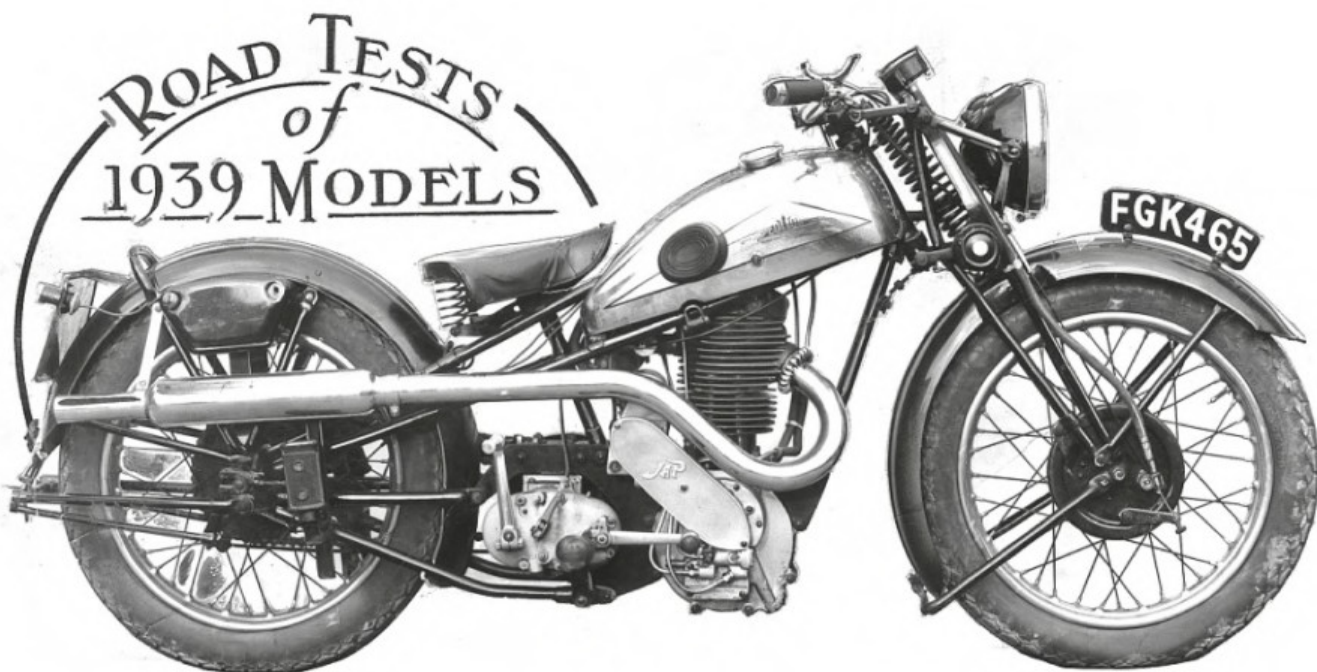
The Cotton catalogues for 1938 and 1939. Note the name of the 'largest distributor.'



The range divided neatly into three model ranges: De Luxe Super of ohv 350 to 600cc machines aimed at the sporting and fast touring rider, De Luxe Super layout of ohv 250cc models offering sporting lightweight performance with economy and the De Luxe side-valve and two-stroke motorcycles, marketed as economy ultra-lightweight machines. While the rolling chassis concept across the range adhered to Frank Cotton's 1914 patented design each was tailored to suit its appropriate model ranges.

Of the 350s, the top-of-the range Model 9/Special boasted a high-camshaft JAP engine giving a claimed 78mph, while the slightly cheaper versions had the traditional ohv JAP unit. Likewise for the 500s, the Model 25/Special had the high-camshaft JAP unit giving an 85mph top speed, the same as the Super Sports version with the familiar JAP ohv engine. Although sidecars could be fitted to any of those machines, Cotton recommended the extra power of the ohv 600cc JAP-powered single for the chairmen.

Fitting Burman gearboxes, Cotton was able to offer options of three-speed or, at extra cost, four-speed hand-change gearboxes, although in 1938 this became standard fitment on the 350cc 9/Special, 500cc 5/Special and 25/Special. Then, one could specify sidecar and close-ratio racing gearing plus foot change. Speedometer, carrier and pillion footrests were available at extra cost, while the standard Miller dynamo and lighting equipment could be swapped for a Lucas kit for just an extra pound. Again at extra cost all models could be built to racing or IoM TT specification.



Seemingly, the 250cc class should have been more straightforward, but Cotton offered three engine options. The 60mph 6/B used new-old-stock ohv Blackburne power, the 250/38 a traditional ohv JAP unit and the 73mph 30/Special the high-camshaft JAP engine. Again, gearbox and extras all but mirror available that for the bigger machines and all models could be built in racing, TT or other specification to customer's demand.

While the two lightweight 250cc side-valve models (2/JC and 2/J) along with the Villiers 150cc powered 1/V had their engines mounted in the upright position, the 150cc 1/B had its tiny ohv single-cylinder Blackburne engine inclined forward, as per its bigger siblings. Many of you will by now be reaching for your reference books to confirm Blackburne ceased engine manufacture c1935. Absolutely true, but Cotton, by admission, was using up existing stocks.

While on the face of it Cotton still appeared to be a thriving maker in 1938, two signs inform otherwise. Like all rivals Cotton fought for sales and that season's catalogue informs all machines ordered with deposit after December 31, 1937 will incur a 2½% price increase to encourage an immediate order. And perhaps more tellingly, Cotton's main distributor was Pride and Clarke Ltd, of 158 Stockwell Road, Brixton, London. This dealer, who occupied much of Stockwell Road, was famed through the UK as a cut-price dealer, which moved on stocks at knock-down prices, and was one of the country's largest motorcycles breakers. Not the route one would follow if business was buoyant...

Despite running out of obsolete (or at least dropping the option of) Blackburne power for 1939, Cotton was still able to offer a 14-model range by using an extra JAP-powered 250 and two options of the 600. The more expensive 250 and above models were fitted with four-speed Burman gearboxes as standard with the option available on the cheaper version, while the Villiers powered two-stroke and the side-valve 250cc version stuck with three-speed handchange gearbox and no other option was available to them. To this range a Villiers powered 125cc ultra-lightweight (125/39) was added but was omitted from early-season catalogues.

In readiness for the 1940 season, Cotton prepared catalogues featuring 11 models from the 125cc 125/40

Above: The end of the 'heavyweight' line. Late Cotton with the unusual, enclosed pushrod and valve gear JAP engine.

Right: Versions of Frank Cotton's distinctive frame.

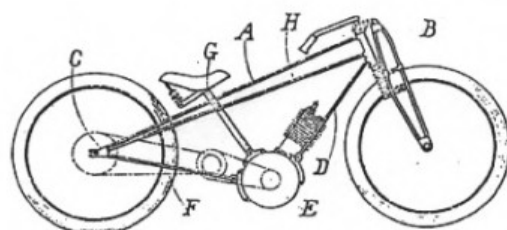


FIG 1

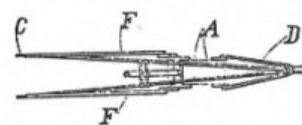


FIG 2

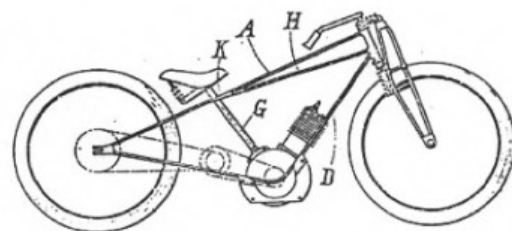


FIG 3

to the 600cc (596cc) 600/40. However, it is doubtful if many (or possibly any) were built as the Ministry of Supply took over the Gloucester works for the duration of the war.

After the hostilities, Frank Cotton guided his business through the hard-pressed postwar years with survival dependent on general engineering work, and although a side-valve JAP parallel twin-powered prototype and perhaps others were assembled, he built no more production motorcycles.

The business was restructured as E Cotton (Motorcycles) Ltd in 1953 (named after Mr Cotton's first wife Elizabeth), by when it was owned and run jointly by Monty Denley and Pat Onions, the new order making a new range of off- and on-road motorcycles.

End

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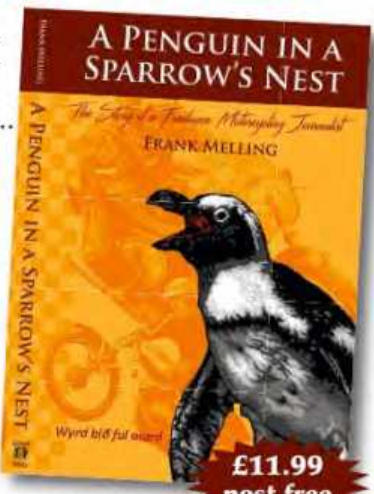
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A brief chat with... **Andy Bufton**

Words: MICHAEL BARRACLOUGH **Photography:** ANDY BUFTON & THE BMCT

Andy Bufton is the official secretary for the British Motorcycle Charitable Trust (BMCT), and his many responsibilities include such things as researching possible acquisitions and handling the club's membership scheme.

The BMCT is responsible for gathering together many of the exhibits that sit on motorcycle displays in museums across the country, and, happily, the charity's list of affiliated museums is steadily growing. Andy Bufton is the secretary of the BMCT, and his various roles and responsibilities (which include everything from complicated administration work to delivering bikes to museums and shows) keep the BMCT running like the well-oiled machine it is.

Andy became BMCT secretary in 2006 and is a crucial part of the charity's move to raise its profile; and welcome more museums into the fold. One of the museum's 'greatest hits' was the rescue of the substantial collection of motorcycles that were on display at the now defunct Marston Museum in Wolverhampton, and ensuring that the collection remained whole, instead of being sold off. The BMCT was instrumental in getting the collection safely on to display stands at the Black Country Museum in Dudley. With more museums slowly gathering under the BMCT's banner, more hits are sure to follow.



Above: Andy, standing behind his trusty 1995 Triumph 900 Sprint. Andy does not own a car.

Top: The stunning Matchless Vickers machine gun-mounted outfit alongside other wartime exhibits.

Can you describe a few of the things that the BMCT does to preserve – and educate people about – British motorcycling heritage?

We are a 'grant-making' organisation, so we want to provide grant aid for museums to improve motorcycle displays – that's really one of the key things we do. The other important thing we do is to save for the nation, wherever possible, rare and significant British motorcycles. The other string to our bow is that we want to make motorcycle collections easily accessible to people. The function of our membership scheme is that people pay a very low annual subscription, which allows them to enter, free of charge, all of the museums in our list of affiliated museums.

How did you first become involved with the BMCT?

There was an accountant I knew called Trevor Wellings, who, unbeknown to me, was one of the founders of the BMCT, along with Roy Richards. Together they started the charity to raise funds for the building of what was to become the National Motorcycle Museum. The museum opened its doors in 1984, but in the mid-90s it

“If it’s something of particular interest we can step in and maybe secure it.”

relinquished its charitable status and became privately owned. The BMCT itself was reformed as a separate entity with no connection to the museum, run by a new board of trustees with Trevor as secretary. The charity then concentrated on helping museums all over the country to interpret and promote British motorcycle engineering heritage. Trevor was keen to get more motorcyclists involved, and led to him approaching me to join the board, which I did in 2000, tasked with press and PR and establishing our membership scheme. After six years as a trustee, I took over as secretary in 2006, responsible to the board of trustees for the day-to-day running of the trust, and with a brief to raise our public profile.

What are some of your roles as the secretary of the BMCT?

I take care of general admin and secretarial work, I run the membership scheme, and I instigated and continue to update the website and Facebook page – so social media, really. I design and publish our advertising and publicity material, which includes our quarterly members’ newsletters, I represent the BMCT at events and shows, and issue press releases and liaise with the press and other organisations. I also provide information for trustees to act on in terms of if I hear of a bike that’s coming up for sale, or if I hear of a museum that wants some help with a project.

How does the BMCT track down the machines that it’s looking at rescuing?

One of the main things is ‘word of mouth’, which is one of the reasons why I get out to shows and try to have the ear of enthusiasts, and quite often you can hear of a machine that’s coming up for sale that no-one else knows about, and if it’s something of particular interest we can step in and maybe secure it. That’s a key thing to us really – we don’t just buy machines for the sake of it. When we hear about something we think: “Right, where would be an appropriate place for it to go?” A lot of museums these days concentrate on things from their local area. The London Motorcycle Museum is particularly keen to have bikes that are made in London. Once we’ve identified a museum that would take a bike we can then make the decision whether we are going to try to buy it.

I’ve read that the BMCT has just rescued a First World War Vickers machine gun-mounted sidecar outfit. How did that come about?

That came about from Bonhams sending out a catalogue and this Matchless was in it, and we thought: “Well, this would be an interesting bike to own,” and that set us to thinking about where it could go. Our first thoughts were, because of its military connection, the tank museum. So we contacted the tank museum

ANDY’S TIMELINE

1952

Andy Bufton is born.

1968

Passes his motorcycle test on a Royal Enfield.

1979

BMCT is formed to build the National Motorcycle Museum.

1980

Starts road racing on a Laverda Montjuic.

1984

Becomes the North Glos. Road Racing Club four-stroke champion.

1995

BMCT splits from National Motorcycle Museum.

2000

Elected as trustee of BMCT.

2004

BMCT funds major projects at Coventry Transport Museum and Haynes Motor Museum.

2006

Becomes the secretary of the BMCT.

2008

New developments at the Black Country Museum are part-funded by BMCT.

2014

National Motor Museum opens “The Motorcycle Story” with grant aid from BMCT.



A 1931 AJS S3 that the BMCT rescued, and subsequently restored.

and they said: “We’ve been looking at this as well, and wondering how we could fund it!” I said: “I think we ought to get together on this.”

That bike represents the beginning of the tank core. When the war got bogged down in the trenches the motorcycle machine guns weren’t much use because they couldn’t be as mobile as they wanted to be, so tanks were developed and the guys who really didn’t have much more to do with motorcycle machine guns were transferred to the tanks. They became the first trainee tank crews, which means that the bike has a particular relevance to the tank museum. There was a bidder on the telephone and we beat him off and got the bike. We got a round of applause when it was announced that it was going to the tank museum.

Roughly how many museums across the UK does the BMCT liaise with to find homes for the rare machines saves?

There are 13 at the moment, but we’re always looking for new opportunities to recruit museums to our scheme. Just in the last few months our chairman has sent out letters to a great number of museums just to find out whether they have any projects that we might be able to help with, and therefore become one of our affiliates. That’s the best way for it to work, really.

Tell me about the BMCT’s involvement with the exciting display of Derek Minter trophies at the London Motorcycle Museum.

One of our members is Colin Seeley, and he knew Derek and Jenny Minter very well. Jenny Minter was looking to find a home for Derek’s trophy collection. She wanted to sell it, but she wanted it kept as a complete collection. Colin really took it upon himself to accomplish this, and he ended up getting in contact with the London Motorcycle Museum, and Bill Crosby, who was the founder of the museum, said that they’d buy the collection. The price was agreed but they had nowhere to put them, so they approached us and said: “Look, if we get this collection, would you like to help us by refitting our tearoom to become the Minter Cafe?”

By this time Derek and Jenny had both passed away, so we were quite keen to get it to fruition. We came up with the grant and the London Motorcycle Museum bought the collection, and it was installed in the London Motorcycle Museum and is now the Minter Cafe.

End

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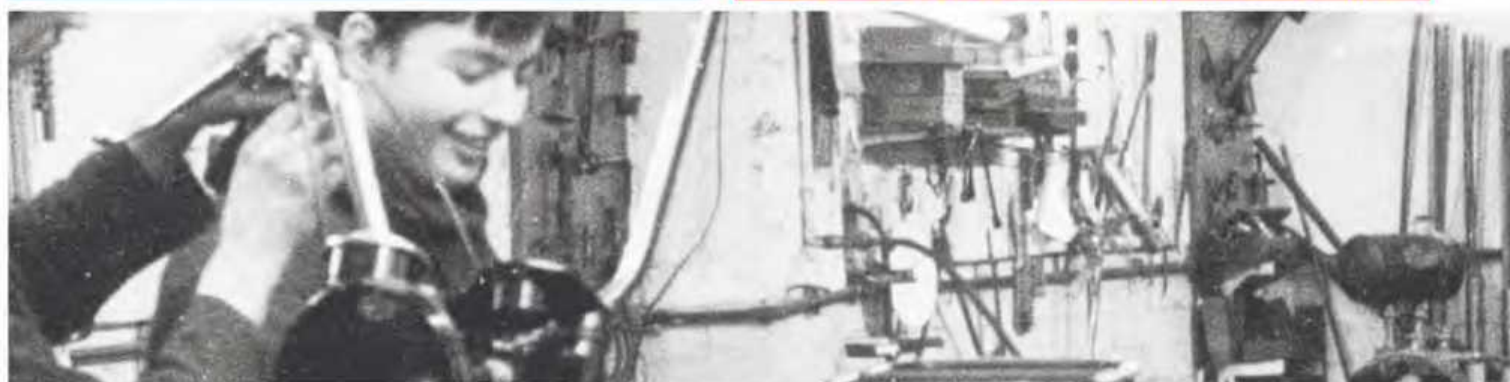
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Tazio Nuvolari

There have been many great motorsport personalities both pre and postwar, but none have ever reached the dizzying heights of the legendary Tazio Nuvolari.

Words: MICHAEL BARRACLOUGH **Photography:** MORTONS MEDIA ARCHIVE

Tazio Giorgio 'Nivola' Nuvolari was born in Castel d'Ario (a municipality on the outskirts of Mantua, Italy) on November 16, 1892. He was the fourth child of Arturo Nuvolari and his wife Elisa. Nuvolari's prodigious talent and his seemingly insatiable hunger for victory were two of the factors that marked him as one of the most successful racers in motorsport history, and this stellar reputation was what led to Professor Ferdinand Porsche famously labelling him "the greatest driver of the past, the present and the future".

Of course, Nuvolari is famous not only for exploits behind the wheel of a car (who could forget the legendary 'Impossible Victory' in the 1935 German GP), but also for his skill behind the handlebars of a motorcycle. As a young boy, Nuvolari developed a fondness for sport, particularly riding bicycles. His father was a skilled cyclist and his uncle was purportedly a champion, so bicycles became young Tazio's 'gateway drug' into the world of speed. Motorcycles and cars followed on from this and, by his teenage years, he was a fully-fledged petrolhead with a passion for anything that would allow him to go faster.

He obtained his full motorcycle racing licence in 1915 at the age of 23, though when the First World War broke out Nuvolari duly became an ambulance driver instead of immediately pursuing a career as a racer. He didn't compete in an 'official' motorcycle race, for want of a better term, until around 1920, but he soon threw himself into the world of competitive riding with aplomb.

He began by racing Garelli two-strokes on circuits across Europe and could often be seen riding a 350cc racer. It was during his time riding Garelli machines in the early 1920s that Nuvolari first encountered Achille Varzi, another young rider who also raced on Garelli motorcycles. This was to be the beginning of a close friendship that masked a fierce rivalry. Varzi was himself a very adroit racer and one of few people who could offer Nuvolari a genuine challenge on the track, be it on a motorcycle or in a car.

Nuvolari was now well known in the world of competitive motorsport and soon joined the Bianchi team alongside riders such as Amilcare Moretti, Gino Zanchetta and his friend and rival Varzi. Nuvolari made his debut for Bianchi at the 1925 Italian Grand Prix riding the 350cc Freccia Celeste (Blue Arrow) and he found himself at the back of the starting grid

"He had a passion for anything that would allow him to go faster."

with someone to help him push the bike, as he had a plaster cast on his leg after a car crash he had been involved in on the same circuit only a week before. Nuvolari proceeded to overtake one rider after another, eventually passing the entire field and finishing the race at record speed. According to Italian racing folklore, he was actually faster on his 350cc machine than the majority of those riding in the 500cc class.

The 350cc Bianchi became the machine to beat for the next five years and it helped take Nuvolari to a further three Italian GP wins in 1926, 1927 and 1928. He missed out in 1929 owing to problems with lubrication, but teammate Moretti ensured another Bianchi victory. Before he was forced to retire, Nuvolari had managed to cement his place in Italian GP history by raising the Monza lap record to more than 90mph on a 350cc machine. Nuvolari also had success in the gruelling Lario race, but lost out to a hard-riding Varzi in 1928.

Varzi often found himself in Nuvolari's shadow and their rivalry had reached such a point that many races became start-to-finish battles between the pair of them and their once amicable relationship began to turn sour. They were often the front runners in events across Europe and, as the 1920s gave way to the 30s, their battles were fought more in cars than on motorcycles.

Nuvolari drove a wide variety of cars in his illustrious career, beginning predominantly with Alfa Romeos and then moving on to Maseratis and AU Silver Arrows, among other things. By 1930 he had all but ceased his motorcycling exploits so that he could devote more of his attention to car racing.

In 1933, Nuvolari – along with fellow drivers Baconin Borzacchini and Varzi – became embroiled in a race-fixing scandal at the Tripoli Grand Prix, with all three men allegedly exploiting the Libyan State Lottery. People are still divided as to whether the allegations were true.

Nuvolari continued to race into the 1940s but a combination of advancing age and declining health prevented him from going much further. He had married his wife Carolina in 1917 and had fathered his two sons, Giorgio and Alberto, who died in 1937 and 1946 respectively. Though he managed to race for a further three years after the death of Alberto, his involvement in motorsport gradually waned. He died of a heart attack on August 11, 1953. A bronze statue of Nuvolari has been erected in Castel d'Ario bearing the inscription: "Nivola – Campione Automobilistico di Tutti Tempi" (Nuvolari – Champion Driver of All Time).

Tazio Nuvolari was a success on both two and four wheels.

End



Cabling for help

Is the evolution of motorcycling technology causing the devolution of a rider's basic skill set?

Magazines of all types feature an Agony Aunt column, and it usually gives pretty obvious solutions to fairly simple problems. Colleague Richard Rosenthal's YWA column is an honourable exception, of course, frequently tackling specialised enquiries from our knowledgeable readers, but a question and answer in a recent off-road motorcycling magazine shows how firmly other publications comply with the stereotype. 'Could I have done anything differently,' whined a correspondent, 'when the clutch cable broke on my adventure bike, and I had to wait several hours for a breakdown truck to come to find me?'

At the risk of boring you, I'll run through the answers provided by the columnist because they provide a salutary lesson about the modern biker's apparent lack of basic knowledge. First off it was suggested that our haplessly stranded motorcyclist could have avoided the problem by replacing the cable before he set out, and left the old one alongside for emergencies. Fair enough, although being parsimonious I'd carry on using the old one if it was working okay, and keep the new one (having checked its length) in reserve. You'd think somebody supposedly interested in off-road riding would have seen that idea on genuine enduro bikes and worked out the benefits for himself, but I suppose it had to be said, along with the blatantly obvious advice that fitting higher handlebars might put the cables under strain unless you lengthen them as well.

But the point given much more emphasis was the necessity of lubricating cables and the best way of doing it. Well, I'm all for ensuring cables move easily and smoothly, and can vouch for the improvement in riding pleasure when they do; but I'm not convinced it has much to do with avoiding breakages. Provided the cable isn't actually faulty (and inspecting it for frayed wires wasn't even mentioned among Auntie's suggestions) a lack of lubrication isn't likely to result in total failure unless you have the hand strength of King Kong. In any case the cables in question were nylon-lined, and I've seen conflicting advice that lubricating them can be counter-productive, with oil and dust turning into a grinding paste that does more harm than good.

The final bit of advice was to carry some solderless nipples, and I can't argue with that. Over the years I've seen several riders rescued with them; although I notice it's usually cautious riders with good cables who lend these get-you-home jobs to their more casual mates. The one original proposal – which thankfully indicated the old spirit of improvisation isn't totally dead – was that, if all else fails, an electrical terminal block can be



Roy Poynting has been a regular contributor to *The Classic MotorCycle* since 1995 when he entered and won a writing competition. A veteran of many restorations, he continues to be an enthusiastic rider.

disembowelled to provide an impromptu solderless nipple. On second thoughts, that probably wasn't too helpful, because someone who doesn't carry the correct item is hardly likely to either own or think of using something less obvious.

But what depressed me most of all was the lack of any suggestion that the stranded motorcyclist could have actually carried on riding instead of pathetically waiting ages to be rescued. Most of us who ride older bikes – and especially those who rode them when they were less old and probably less well cared for – have done a run-and-jump start at some time. Normally you held the clutch lever in until you got moving and then released it before (hopefully) roaring away, but you didn't actually need a clutch if you had a valve-lifter to allow the engine to turn over freely, or if you rode a small-capacity bike. Indeed, most veteran bikes (and some vintage ones) didn't have a clutch in the first place, and always had to be started and ridden in exactly this manner. Anyone who thinks it would be impossibly difficult should spend a morning spectating at the Pioneer Run, where they'll see umpteen enthusiasts performing just like that in the thick of Brighton's traffic.

On a modern bike – such as the one under discussion – you don't even have to run and jump to perform a clutchless departure. You can start it on the button before rolling down a slight incline or receiving a push from your mates, click it into first gear and just keep going. Whether you stay in first or move up through the gears depends on local conditions and your skill in matching the revs to road speed, but you should get home without undue delay, and there's always an engine-kill button on the handlebars if an emergency looms.

Sadly, it seems that modern bikes are so reliable and have so many rider aids – such as anti-lock brakes and traction-control – that even motorcyclists who profess to be 'adventure riders' have never learned the basic skills we once took for granted.

End

“Most of us who ride older bikes have done a run-and-jump start.”

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Oil, fuel and all that good stuff

Trying to find modern oils and fuels that favour older motors can be tricky business, but it's not impossible.

The drive to make the internal combustion engine cleaner, greener and more fuel efficient means that modern engines are very different from the motors of yesteryear. They have been modified to sip unleaded fuel atomised by high-pressure injection systems, and manufacturing tolerances have been tightened up to allow the use of oils far thinner than those that were used in days gone by.

It's now got to the point where some oils are classified as 0w-(something), their cold cranking properties being classed as offering no resistance when tested using the traditional scales. High levels of detergents keep engines from building up any deposits – which is not a problem if the motor has always been subject to them – but if they haven't, these detergents can loosen the filth of eons from a vintage motor and send it coursing round the internal components, and there can be consequences.

Modern gear-oils have for a long time contained EP (extreme pressure) additives to give the gears and axles in modern cars and motorcycles a far easier time. While these are brilliant for gearboxes containing hypoid gears, the EP additives don't like the yellow metals that were used in old-fashioned gearboxes and, over time, begin to attack them. These oils are identified by a GL number; the higher the GL number the more 'slippery' the oil is but the more EP additives there are. For reference, GL1 contains no EP additives.

Leaded petrol is now a distant memory, having been discontinued since January 1, 2000, and the current unleaded is being 'cut' with ethanol. This use of 5% and, in the future, 10% (or more) ethanol in fuel is somewhat worrying, pictures of components allegedly corroded by ethanol abound.

Its dislike of glass-fibre fuel tanks is very concerning and well documented, and I've already had the unhappy occurrence of a ruined tank from keeping fuel in it for only a few months, with massive blisters forming in the paint and the fuel starting to seep out.

It isn't necessarily all that bad though. Certainly the loss of leaded fuel doesn't seem to have been the disaster that it was tipped to be. There is no doubt that valve seat recession is a very real problem, but the light use that many machines get and the lower revs used by many



Jerry Thurston bought his first vintage motorcycle when he was 17. For a time he was *The Classic Motorcycle* advertising manager. Now 30 years on from buying his first old bike, Jerry still owns and loves them and is especially fond of fast, noisy flat-trackers.

engines seem to have kept it down to a reasonable level. Preventative maintenance has played its part too; today fitting valve seats that are compatible with unleaded fuel is accepted as part and parcel of the restoration process and duly eliminates the problem.

Ethanol is a bigger worry, especially as there is no requirement to mark the fuel pump indicating if the fuel contains it or at what quantity. What is clear is that most (if not all) types of super-unleaded contain ethanol, as it's a useful octane booster.

On the plus side, many of the ethanol-related issues being reported are hyped by companies that wish to sell you fuel stabilisers. Yes, ethanol will combine with water and yes, this can cause corrosion problems – certainly fuel left for a long while will 'go-off' – but the reality is that if a machine is used fairly regularly this won't be a major problem.

Some years ago there was discussion about using a drop of paraffin in this new-fangled unleaded fuel, the adopters often using the phrase: "It seems to run a lot better". The theory was that the cruder fuel slowed the burn of the unleaded to levels more in keeping with the design of older engines. I'm more of the opinion that, for the majority of machines once the ignition timing is adjusted to suit, plain unleaded fuel (with or without ethanol) is probably not going to make a jot of difference. Interestingly, super-unleaded fuels contain ethanol and additives that reduce combustion temperatures and slow the burn rate. Perhaps the answer is not to reduce the fuel quality with paraffin but to switch to super unleaded instead?

For those with machines using glass-fibre tanks, ethanol-free unleaded fuel (classed as E0) is available, but finding a definitive answer as to whose fuel is ethanol free and whose isn't can prove to be difficult, to the point of some companies offering different blends according to which part of the country you live in. It's those who run a high-compression machine with a glass-fibre tank who are in bother; they need super but that definitely contains ethanol... catch 22!

Fortunately, finding suitable gear oil for older machines is far easier; either look for an oil that is classified as GL1, or the specialists will sell you something suitable.

For the engine, buy and use a monograde by all means, but why not adopt modern technology? So far as engine oils go – provided the oil is viscous enough to deal with the bigger tolerances – running a multigrade in an old motor should present no problems, and once the engine is rebuilt even detergent oils should be fine. Above all, it's all about personal choice.

End

“The EP additives don't like the yellow metals that were used in old fashioned gearboxes.”



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NORTON POST SECOND WORLD WAR

It's hard to credit that Norton has seen three centuries now, with 'Pa' Norton having produced his first parts for the two-wheel trade in 1898. We have covered Norton as one of these features, but with over 100 years of manufacture behind it, the company cannot be done credit with just five machines. These pages celebrate Norton as a manufacturer in the latter half of the 20th century and following the July 2015 announcement of a £7.5 million part-government funded project, we look forward to their resurgence and to the amazing V-four that's hopefully due to be built soon.

Fast and turbine smooth. I can still clearly remember my first ride on the F1 Rotary. It was unlike anything I had ridden before or since. The handling was sublime and the rotary unit produced its power in what felt like a linear fashion. The fact it was almost a hand-built machine masquerading as a production bike (most of the fuel tanks were hand-made in alloy by a bloke I knew) just added to the charm.

What to pay?

These machines deservedly have a cult following and the prices asked reflect this. We spotted one on the internet with 500 miles recorded priced at £17,500, but couldn't verify the date on the advertisement. Historics at Brooklands offered one with 2500 miles recorded for auction in June this year estimated at £24,000 to £28,000, though it didn't sell.

F1 Rotary

**TOP
CHOICE**



Initially produced for the American market, I for one am glad Norton decided it might appeal to the home customer too, because the Atlas is a cracking motorcycle that goes as well as it looks. Even with a single carburettor and lower compression ratio, the stretched to 750cc ex-Dominator engine, complete with its Lucas racing magneto, produced 55bhp. If anything, the UK version, with its twin instruments and flat bars, looked even better than the US market machine.

What to pay?

While the prices of many of the other Norton models seem to be fixed within quite close limits, we spotted several Atlas machines for sale at various figures. These ranged from £6960 for one needing a little cosmetic work to return it to original colours to an 'all-correct' example at a tad under £10,000.

Atlas



Big 4



I can do little better when it comes to describing the side-valve Big 4 Norton than to quote the catalogue. "MODEL No 1 "BIG FOUR" is to identical specification as the 16H with the exception that it is fitted with touring-type handlebars and the engine has an increased capacity of 633cc." How can you go wrong with the trusty 16H fitted with the 82x120 motor for a whopping capacity? Of course it won't do 100mph like many of the OHV Nortons but that's not the point. Country lane, Big 4 and sidecar... Bliss!

What to pay?

There is a girder/rigid 1941 16H with a Big 4 motor fitted available via the trade in Kent at £4100. Considering most 16H machines are apparently priced at just under the £5500 mark, this seems somewhat of a bargain. Naturally 'matching numbers' would increase the value, hence we would imagine that somewhere around £6000 to £7000 would be the price for an all-correct machine.

ES2



The stablemate/successor to the fabled Model 18, the ES2, enjoyed a near four-decade run with successively upgraded versions of the classic 79x100mm Norton OHV engine. Throughout these years it was available in various forms, from girder/rigid, through plunger and telescopic forks, a swinging arm rear end and then on to Wideline then Slimline 'Featherbed' frames. The last machines (post 1964), dubbed the ES2 Mk2, were produced by the AMC combine and were actually Matchless G80 machines sporting the Norton badge.

What to pay?

No longer a cheap machine, the ES2 models have followed the Model 18s up in price. Earlier machines hover at around the £8000 mark, while later versions are a little cheaper and can be found for between £6000 and £7000.

2015 Norton range



Norton's return to the fray has been a little under the radar. The firm has two offerings at present: the Commando 961 (which denotes the capacity of the 80bhp twin) which has been available for the last four years or so and can be bought in either 'Sport', 'Café Racer' or 'SF' trim and more recently the Domiracer 961, which has a different frame. The breaking news is of a 200bhp V4, which is so new that it has not yet been named.

What to pay?

This is easy. The Sport starts the range at £14,495 on the road, the Café Racer retails at £15,750 and the SF at £16,495. For those with a little more depth in the wallet there is the Domiracer 961, which is yours for £19,995. Delivery is quoted at six months, but may be sooner.

End



Sketchbook

Motorcycles, seen through the

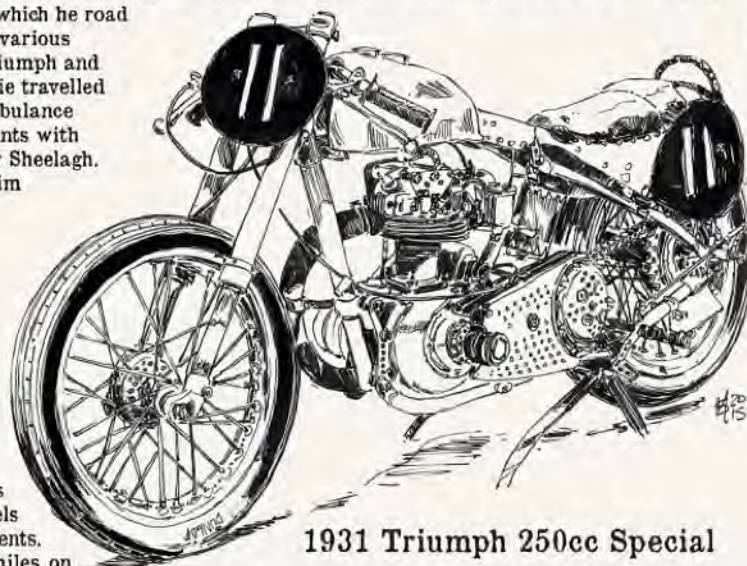
Ossie Neal

My very first sketch of 2015 was this Scott Hill Climb outfit built by Ossie Neal. Over the last month I have sketched two more of Ossie's motorcycles, as seen here. Ossie was a well known racer during the 1950s and beyond, riding well into his eighties. Before taking up the sport of motorcycling, Ossie was a real sportsman competing in boxing, speed skating and cycling. He turned to motorcycles after a knee injury.

Ossie's first bike was a Scott which he road raced, he then went on to use various other machines such as the Triumph and Velocette illustrated here. Ossie travelled the country in a converted ambulance to various hill climbs and sprints with his wife, son Pat and daughter Sheelagh. Ossie's wife passengered for him first, then when the children were old enough they would passenger too.

The Triumph started as a road racer in the early 1950s, it was turned into a sprint machine later in the decade, with further modifications using BRM H16 parts in the 1960s. The bike is still campaigned by Sheelagh where it's allowed as the exhaust emits 126 decibels which is too high for some events. It runs 14.5 second quarter miles on

straight petrol as apparently it didn't like methanol. The compression is $7\frac{1}{2}$ - 8 to 1, and the bike doesn't have a power band it just provides straight torque all the way.



1931 Triumph 250cc Special



1930 Scott S

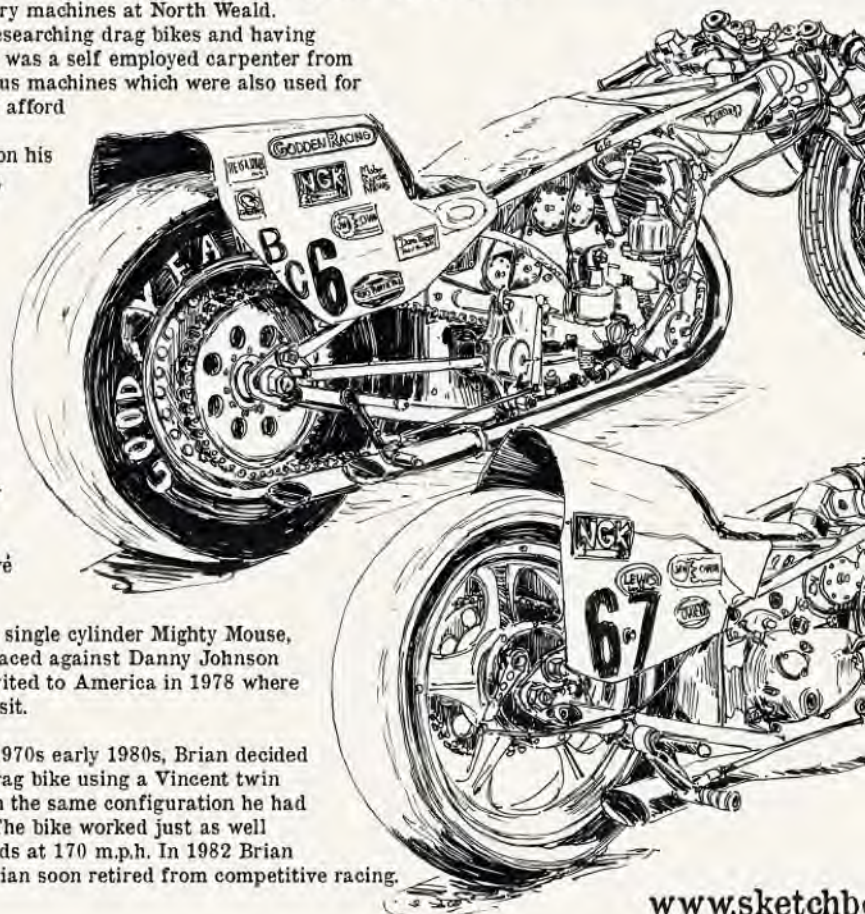
The Scott was converted into a sidecar lightening it. His bikes always sport a drilling out unnecessary metal in order the blue colour is a homage to the Bugatti on the bikes became a bit of an Ossie trademark. The Triumph came about because Ossie worked for the Council as a waterworks engineer and paint their doors. Not only did Ossie use quality steel pipe he used for plumbing on the Scott. Whilst working for the council his design which coincidentally included

Mighty Mouse & Super Mouse

I was very happy to see Brian Chapman and his two legendary machines at North Weald. I had heard the name Mighty Mouse mentioned a lot when researching drag bikes and having a chance to chat with Brian about his bikes was great. Brian was a self employed carpenter from Waltham Abbey. He got involved with time trials using various machines which were also used for every day use, as many people did back then as they couldn't afford a second motorcycle. On one occasion Brian entered his Vincent Comet into a club time trial, having to compromise on his tuning aspirations, as it had to get him to work the next day, Brian decided it was time to build a purpose built machine. Mighty Mouse was the result, the engine came from a 500cc Vincent Comet. The bike was developed over many years with its main achievements, A.C.U. British Drag-Race Champion, B.D.R. & H.R.A. Bike Champion, N.D.R.C. Overall Bike & Top Bike Champion, all in 1977. The fastest time to date is 8.81 seconds at 157.9 m.p.h. Its last incarnation features a supercharger which comes from an aeroplane cabin pressuriser. This was a popular choice for drag bikes of the period and is normally coupled with an S.U. carburettor from a Jaguar, which was easily found in a scrapyard of the time, Mighty Mouse improved every season that Brian raced it until he got under 10 seconds which is a major achievement for the time and machine used. Brian then went on to get his time under 9 seconds making him the first person in the world to achieve this on a 500cc machine.

Many times Brian would beat twin engined machines on the single cylinder Mighty Mouse, one race of note was when Brian and Mighty Mouse match raced against Danny Johnson on his double engined 3500cc Harley 'Goliath'. Brian was invited to America in 1978 where his machine beat more double engined Harleys during his visit.

Towards the end of Mighty Mouses development in the late 1970s early 1980s, Brian decided to apply what he had learnt with Mighty Mouse to build a drag bike using a Vincent twin called Super Mouse, which debuted in 1981. Brian stuck with the same configuration he had with the single by using two superchargers, one per barrel. The bike worked just as well as its predecessor and the times dropped down to 8.25 seconds at 170 m.p.h. In 1982 Brian was thrown off the bike, the bike was rebuilt and run but Brian soon retired from competitive racing.



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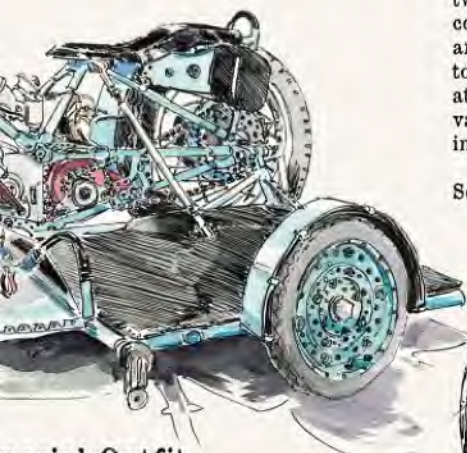
's Racers



The Velocette barrel was made from two different barrels in order to give high compression. Many parts on these bikes show what an engineer Ossie Neal was, from copper exhausts on the Scott to variable screw in jets so that they didn't have to be changed at a meeting. Ossie's Irish heritage is apparent on the machines as he used to attach coins to various parts of the bikes for good luck. Sheelagh has been asked to identify one of his bikes in the past and when she saw a coin on the machine she had no doubt it was one of his.

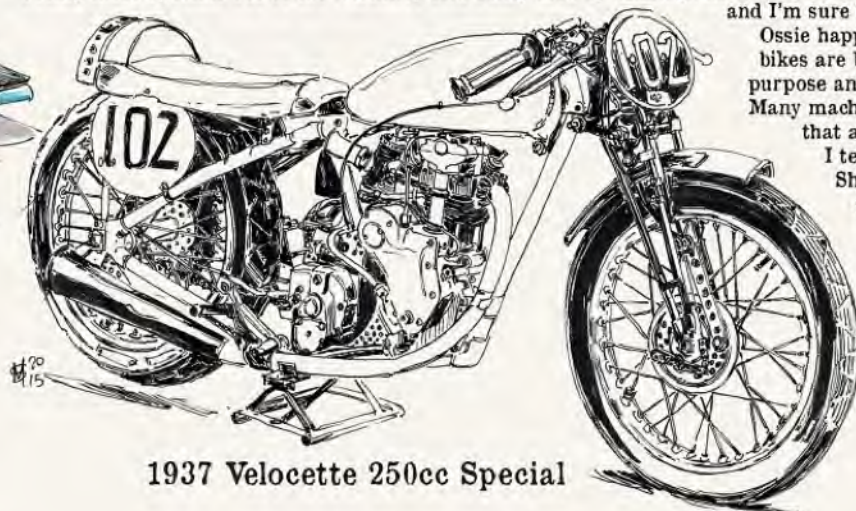
Seeing these specials out of the workshop and being used by Sheelagh makes me so happy

and I'm sure it would make Ossie happy too. These bikes are built for a purpose and that is racing. Many machines like this that are not used and I tend to agree with Sheelagh when she says that if the bike goes 'bang' then at least it was doing what it was built to do when it does.



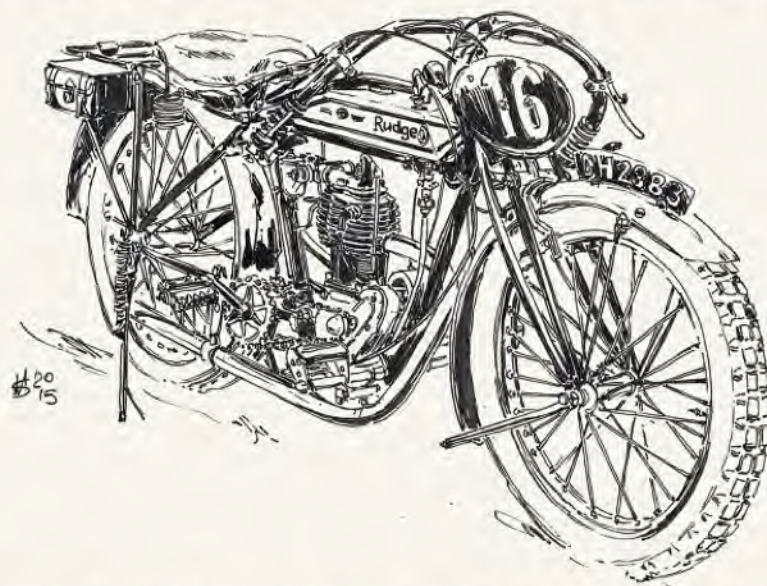
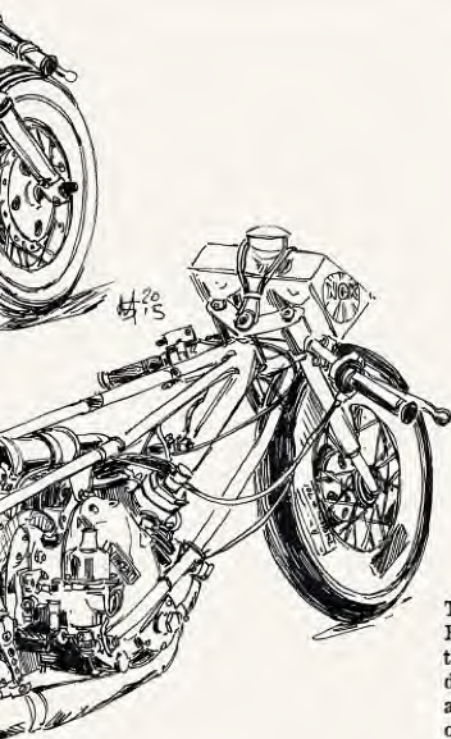
Special Outfit

Special outfit by Ossie, by lowering and a plethora of holes as Ossie was always keen to make the machines lighter. The fact that he could no longer afford. Colours were a trademark; the blue colour on the bike worked for Cambridgeshire County. It was the colour that was used to paint the paint but he also used the top coat for building the sidecar frame on the bike. A new pumping station was built to house a large workshop and a long driveway.



1937 Velocette 250cc Special

1912 Rudge 'Brooklands Special'



This is a special machine indeed. Thirty five years ago the long time owner Dave McMahon rode to Brighton on his Rudge. Whilst having a rest, a passer by started looking at Dave's Rudge. He told Dave that his son kept telling him about a Rudge that was rotting away in a hotel basement. Dave took his details and travelled back to see the bike. On seeing it Dave knew it was an early machine but it was in a sorry state as it had been in a crash and was decaying badly. He offered to buy it from the owners of the hotel who were, according to Dave, the biggest gangsters you ever saw. They turned up in a very fancy car, negotiated a price and split the £130 between them. Dave had to fix boards to the bike to get it out of the basement in one piece. Once on the trailer the journey managed to shake the machine down to half its original height. Dave researched the Rudge and found that the frame and engine numbers indicated that this was the first motorcycle to break 60mph at Brooklands. Dave assumes that it was raced after this event and ended its career with the crash and was left in the hotel basement.



You were asking

Your queries resolved with Richard Rosenthal

Name the frame

I rescued an old motorcycle frame (with number 9PT/886) and front fork from a garage pit. Although it has been bodged with a 'hard tail' and I can't recognise the motorcycle model, someone may have a use for it. I think it is British as it has a standard cycle pump mount.

Bruce Honey, Oxfordshire, email.

This column has no records for postwar lightweight British motorcycle frames with the prefix 9PT. However, many aspects of the frame look very similar to the Excelsior Universal or Sun lightweight frame, which makes sense as Sun Cycle and Fittings not only built motorcycles, but supplied frame or lug kits to rival makers. We'd like to hear if anyone can firm up the frame's identity.



Can any readers help Bruce identify the rescued frame?



Scott relied on thermo-syphon water cooling. The model is a 1927 three-speed Super Squirrel.

Thermo-syphon cooling system

My modern motorcycle employs a water pump to circulate its coolant. Now I'm thinking of buying a Scott, which has a thermo-syphon system but no water pump. How does this work? Or does it indeed work at all? And is it worth the effort?

Rob Mitchell, email, USA.

The Scott and other thermo-syphon water cooling systems work on the principle that hot water is lighter per volume than cold

water. As the engine runs, the water in the engine's water jacket heats, with the hottest water rising to the top and from there by hose to the radiator, where again the hottest water is found at the top of the water level. As the water cools, it descends through the radiator cells cooling further and then travels via the radiator's bottom hose to its base of cylinder water jacket water inlet. The cooler coolant then absorbs engine heat and as it gets hotter it again rises to continue the cycle.

While there are leakage and visual disadvantages with liquid cooling for motorcycles, there are advantages too. Arguably, unless the water is permitted to run dry the water cooling systems should maintain an engine running temperature of under 100C (212F) unless the system is pressurised, which the Scott is not. While the water cooling systems on modern machines such as Ducati run the engines at around 67-70C, perhaps a little more on some, the Scott system maintains an engine temperature of around 90C, moving to nearer boiling point on a very hot day or when crawling along in heavy traffic. But even at these temperatures the engine is running at an overall working temperature of at least half that of an air-cooled engine. The consequence is engine component expansion is less and oils are working at lower temperatures. The pros and cons of air-cooled versus liquid cooling is a huge topic that would fill many YWA columns...



Grado gear

Do you have any information on the Grado variable gear fitted to Triumph and other motorcycles in the late veteran and early vintage days? Thanks.

Ian Johnston, email.

Designed and manufactured by Grado Ltd, 66 Pershore Street, Birmingham, the range of Grado gears were marketed with the slogan: 'You get all the advantages of a car – without the expense of a car by fitting the Grado Multi-Gear with free engine.' Some adverts continued: 'with the Grado multi-gear you can forget your belt, you can start your machine from a standstill – just like a car, and you can tackle the steepest hills with confidence, even with a loaded sidecar.'

In effect the Grado offered a method of fitting gearing and a free engine facility to direct drive single speed motorcycles and cyclecars.

The Grado system was a variable transmission pulley designed to fit to the drive side mainshaft of a motorcycle or cycle car engine. Variations in gear ratios and indeed the free engine facility were achieved by opening or closing the pulley faces in relation to each other. A fuel tank level tram handle connected to the gear via a rod moved at demand the outer pulley face towards or away from its adjacent fixed pulley face. Another design upon this theme was the Philipson Pulley, which again moved one pulley face in relation to its mate, but while the Grado was controlled by the rider, the Phillipson relied on engine torque to work automatically.

Production began with the variable gear design with



A contemporary advert for Grado gears. The system had a short lifespan.

free engine facility as detailed above, available in sizes to suit lightweight to heavyweight machines. An additional model was developed to suit JAP engines and others with crankcase extension for drive side plain bush main bearing. Then by means of a pinion fitted to the back of the fixed pulley half and a rear-mounted kick-start quadrant, the option of a kick-start facility was available at extra cost.

Later, Grado offered a variable gear two-stroke countershaft system – seemingly a contradiction in terms. Aimed at lightweight two-stroke motorcycles, the system was based on the familiar Grado design, a unit which fitted to a motorcycle in the conventional countershaft position and comprised of an external final drive variable pulley, primary drive chain sprocket and the tubular extension on which the 'free' pulley moved encased within a large diameter tube with appropriate angled slot through which the design's gear selection device worked. The rider controlled this via a saddle tube mounted lever which offered arbitrary top and bottom gear selections, along with a free engine facility and a range of intermediate positions. Primary drive was by chain, final drive by belt and the starting device comprised an extension to the system's inner tubular shaft, which protruded through the 'gear' shell to which a starting handle was applied.

Like all such designs, they offered a working palatable concept that served as an excellent stop gap between pioneering direct drive designs and the later acceptance of machines fitted with two to four-speed countershaft gearboxes. Because of this, Grado variable gearing was only popular for little more than a decade at most.



TLS design fault

My 1971 Triumph twin has a Triumph conical hub twin leading shoe front brake, which works well in a forward direction, but is almost useless if moving the machine

backwards, for example when rolling it backwards down a ramp off my trailer. The first time this happened I nearly dropped the Triumph.

Can I modify the brake to make it stop in a backwards direction? As an observation, I feel this clear design fault should be pointed out by all classic motorcycle dealers to buyers of Triumphs equipped with these brakes.

Mr P C Curtis, West Country.

The same twin leading shoe (TLS) conical hub front brake is found on BSA twin and three cylinder models of the period as well as some two and three-cylinder Triumphs. As cruel youths in the early 1970s we nicknamed this brake the 'comical' rather than conical hub front brake because we thought its efficiency poor in its intended forward direction... But much later I ran a BSA A65T with this conical hub TLS brake both in the UK and on the Continent and found with careful set-up and decent linings it actually worked quite well, giving no cause for alarm even under hard braking or in heavy city traffic.

Rather than a design fault, it's the nature of the design of the twin leading shoe concept that they only work in a forward direction. By design the TLS system forces the leading edge of both brake shoes (in a two shoe design) onto the drum, improving braking over the comparable sized single leading shoe (SLS) design where one leading and one trailing edge is forced onto the brake drum on operation. Going backwards one is in effect applying two trailing shoes to the braking effort with the TLS whereas with the SLS design again one leading edge and one trailing shoe brake the wheel, which is in most cases an equal effort to that in a forward direction.

Some TLS designs do work better than others in a rearwards direction and the conical hub design I know from experience is very poor. But backwards wasn't the maker's intended direction of brake operation, therefore the design is sound rather than at fault.

When loading/unloading machines with TLS brakes I use the clutch as the brake by selecting first gear and using the clutch lever in an opposite fashion to the front brake lever.



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YWA

The 1958 SHL two-stroke, of 150cc.

SHL Motorcycles

As I'm fond of small motorcycles, I simply had to buy, when offered, an SHL M11. Other than it is a Polish motorcycle with a 173cc two-stroke WFM engine, I didn't know what it was. My problem, at the moment, is that the only manual I've been able to track down is written in Polish, which I don't understand. However, I found out when production of the SHL ceased in Poland all tools, rights and spares were sent to India. The first models made in India looked like the Polish version and I'm told they were built using parts made in and shipped from Poland. Due to this I think there will be manuals in English for the first Indian-built machines. Can anyone help with a source of an English text SHL manual, please?

Jesper Anderson, Odense, Denmark.

As you know Jesper, the Huta (Ironworks) Ludwikow at Kielce was founded in 1919 and began building lightweight motorcycles with 98cc Villiers engines in small numbers during 1938. In 1947 a small number of SHL 125 - M02 machines, comprising of a mix of pre and postwar cycle parts powered by a copy of the DKW RT125 engine, were built at the State Automobile Workshops, which then became the WFM factory. At the same time, this workshop began manufacture of the Sokol 125, another DKW RT125 clone.

A year later production of the SHL motorcycles was switched to the Huta Ludwikow works, whose name was changed to KZWM Plomo-SHL, with the M03 and then the M04 models, their engines probably built in the WFM factory near Warsaw. The Communist state stopped motorcycle manufacture at Kielce in 1951, switching production to the WFM factory where, in 1954, the M04 was dropped in favour of the SHL M05 with telescopic front fork. Then the machine was renamed the WFM and the model was later uprated to give the M06.

Motorcycle manufacturing returned to the Kielce factory in 1958 and the model became the more refined SHL M06U and its engine was enlarged to 150cc. For 1959, the SHL was again uprated with improved front suspension and in 1961 the factory launched the 175cc SHL M11 with leading link type front fork. At first glance the machine looks in style similar to the DKW RT200VS. It isn't a copy of this machine but one wonders if designers had a good look at the German product before developing the M11 and of course the engine is directly developed from the DKW RT125 unit. For the 1968 season the M11 was replaced with the M17 (Gazela) with styled bodywork and a more robustly built engine, again of 175cc. The Polish Government ended motorcycle manufacture at the Kielce

engineering factory in 1970. Production of all SHL models from 1947 to 1970 totalled 250,000-300,000 motorcycles, of which batches of models, especially the SHL M11, were exported to the USA.

The Escorts Group secured a licence to manufacture the SHL M11 motorcycle in India in 1962, which they marketed as the Rajdoot Excel-T and Deluxe. Again the 175cc models looked at first glance like the DKW RT200VS, although the Indian factory did steadily modernise its motorcycles but by 2004/5 the two-stroke Rajdoot failed to comply with European emission controls ending there import of these Indian-made machines.

Initially, Indian machines were built with SHL parts made in Poland, the Escorts Group then set up to produce the entire machine in house in India. Indian production totalled in excess of 1.5 million motorcycles and the Rajdoot has a strong following in its home country with enthusiasts running, restoring and sometimes customising their machines.

Literature in English might be sourced from the Indian equivalent of eBay for the Rajdoot and it might be possible to source the same for the SHL from the USA. It is also worth trying specialist motorcycle and automotive literature specialists such as Pooks Books, tel 0044 (0) 116 237 6222 or email: pooks.motorbooks@virgin.net



The Incomparable Sunbeam

Nick Shelley, secretary of The Marston Sunbeam Club and Register, has sent this column a copy of an excellent souvenir booklet produced for the club's 2015 annual rally. The 20-page, top quality publication focuses on Kevin Waters' 17-day, 3938-mile, coast to coast Cannonball Rally in 2014 from Daytona Beach, Florida to Seattle, Washington astride a 1931 Sunbeam Model 9 and the display of First World War motorcycles at the MSC & R 2014 rally.

The A5-size booklet has colour images of a range 1913 to 1918 Sunbeam machines, in effect covering the First World War period with some having seen active military service, including a MAG-engined V-twin. Further



photographs cover survivors from Douglas, Triumph, Clyno and Matchless, the last two as outfits mounted with Vickers machine guns. Well thought out text and scans of period material makes this slim booklet a good value read.

Copies are available at £4 inclusive of UK postage (overseas please add extra postage costs) from:

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Moto Morini Turismo

THE SPECIALIST

Stuart Mayhew, of North Leicester Motorcycles, confirms his company's concentration on esoteric Italian motorcycles: "We don't do ordinary." While happy to help with this restoration guide, for the more intricate details he put us in touch with his mechanical guru and Motogiro d'Italia riding companion, Karl Seare, who has comprehensively restored and ridden a number of the smaller Morinis.

North Leicester Motorcycles: 01530 263381;
www.northleicestermotorcycles.com

MODEL HISTORY

After the Second World War, Moto Morini was one of many Italian manufacturers eager to fill the huge demand for transport.

Like many of its contemporaries, bikes were soundly engineered and a range of models soon evolved. Morini's small capacity singles, two- and four-stroke, were among the best. Our guide majors on the Turismo, the basic four-stroke model introduced in 1952, which remained in the catalogue for the rest of that decade.

Much of the information also relates to other Morinis, such as the Tresette - also known as the 'Sprint' - which had nearly double the power from a re-tuned version of the same basic engine. Whatever the output, the engine delivered without drama. At 175cc swept volume, the bikes fitted into a competitive European capacity class.

The wet-sump, unit construction engine and gearbox, with no external oil lines, gave the stylists an excellent start and the clean lines of the cycle parts were unmistakably Italian, although upside down front forks and swinging arm suspension from the start may be considered ahead of their time.

The bikes were never officially imported into Britain but, in recent years, easier European trade and the popularity of the Motogiro d'Italia has seen a number of imports of many lightweight Morinis.



01

Engine

The ohv engine combines 60mm x 61mm bore and stroke for a 173cc displacement. The vertically-split bottom end castings contain the gearbox in unit as well as the wet-sump reservoir. Inside, the pressed-up crank has a needle roller big end and is supported by three ball bearings. The piston uses relatively substantial piston rings. The assembly is very robust ('over-engineered' in modern parlance). The oil feed to the top end is internal, but has seen

three major methods used by the factory to get the lubricant to where it is needed. Good condition Dell'Orto carburettors can be difficult to source. The Turismo used an 18mm type, the Tresette a 20mm type and the Sprint a 22mm type. A number of different types were used, with various air cleaners. Most parts are difficult to find and second-hand items may sometimes be the only way forward. Karl has never had to change a big end, but always renews the standard size main bearings. The bore is

usually fine and even when a standing-seized cylinder required a new liner, the original piston was still within tolerances. The engine relies on two mesh filters, one in the sump, the other before the feeds to the big end and valve gear. The only problem that Karl has experienced with the valve gear is valve guides loose in the head, cured by machining oversize replacements. Service parts, even pistons, are available and even the exhaust pipes and silencers should not be a problem.

02

Transmission

Smaller engines used a primary chain, larger capacity units had helical gears, both run in an oil bath. Two types of clutch were used; one was a six-spring unit of conventional style, and the other, fitted to the Turismo and the lighter, two-stroke models, relied on internal tension springs. All four-stroke gearboxes are four-speed, the shafts well supported by ball bearings and even the selector mechanism apparently bullet-proof. The cogs are very substantial; Karl says

he has only ever had to change the bearings and seals, which are standard and relatively cheap. However, the quirky left-side kickstart will not be to everyone's taste and the lever is all but unobtainable.

03

Electrics

The Magneti-Marelli system is powered by a six volt, crank-mounted dynamo. If this requires attention, note that rotors and stators should always be kept as pairs. On the Turismo the ignition coil lives in a tubular compartment in the tank, as does the



regulator – a similar unit to the Lucas CVC unit and likewise possible to change to solid state. The lights are adequate, provided the headlamp reflector is in good condition. Upgrading to 12-volt is possible, but can cause problems through heat and insufficient current supply at low revs. Karl usually re-wires, adding fuses, as Morini provided none originally.

04

Cycle parts

The important thing in Morini restoration is that all cycle parts are

present. Like the rest of the bike, just about everything is over-engineered and usually repairable, although the wheels usually suffer terminally and the easiest way is to rebuild them with stainless rims and spokes. Components such as toolbox lids are almost impossible to find. The single leading shoe brakes are the same size, back or front, but may live in half or full-width hubs, they are all effective units. Some of the back plates were plain, others have distinctive ribbed brake plates, some with functioning air scoop.

05

Suspension

The single saddle comes into this section, as it is mounted in cantilever fashion. Two side plates pivot at the front mounting with an adjustable tension spring below the seat. This is combined with swinging arm rear suspension controlled by 'coil over' shock absorbers for the last word in comfort! The narrow dual seats fitted to many other models are rigidly mounted, but more accommodating than they look. The swinging arm moves on bushes, with felt seals and end caps.

Replacement bushes can be turned out of phosphor bronze and line-reamed, but a grease scroll, vital for longevity, is a challenge. If necessary, the shock units can be rebuilt and Karl usually remakes rusted shrouds in stainless steel. Earlier bikes used 'upside-down' style forks with primitive damping. These are also prone to corrosion and include an oil seal that is proving impossible to match precisely. Again, Karl usually remakes the bottom shrouds of the forks in stainless steel and re-assembles with ample grease, rather than oil.

PRICING

Demand for machines suitable for the Motogiro d'Italia has chased prices for ready-to-run bikes to impressive heights. While MV has the greatest cachet, prices of Morinis can go from £5000-10,000, depending on model. Nevertheless, a restoration project could well be secured for around £1000-1500, possibly less from Italy – but factor in the cost of transport.

FINAL BIT

With otherwise up-to-date styling, the single saddles fitted to the first Turismos appeared to be an anachronism. However, the clever engineering makes this option a desirable one. Karl Seare recalls completing 200-mile rides in comfort. "The engines thrive on revs," he adds, perhaps revealing yet more of the appeal of the Motogiro as well as exploring the ready performance of the bikes, capable of running for hours at close to top speeds, but still returning close to 100mpg.

Morinis are not common in this country – Italy is a happier hunting ground. It is a matter of sorting out a suitable bike and getting it home. Hopefully, the foregoing has confirmed Morini's success relied on no magic ingredient. It was all down to sound engineering, with many details such as generously-wide joint faces which should give a leak-free engine. The original build quality is a great aid to restoration now.

The 1963 250cc GP world championship vividly demonstrated the factory's expertise at getting the best from a single-cylinder engine. Jim Redman, on the Honda four, beat Tarquinio Provini's Morini by just two points.

The Moto Morini name has had many metamorphoses since, but the Turismo and derivatives continue a tradition of bikes with a single purpose – to be ridden.

End

ONWARDS WITH THE IMP

Some of you may think project New Imperial has gone to sleep – and to an extent you’d be correct. With the summer riding season in full swing, machines to fettle and other projects surfacing, the Model 30 was temporarily sidelined. Now it is time to press on.

Words and photography: RICHARD ROSENTHAL

Many have their own preferred methods and systems when restoring motorcycles. Perhaps you start with the engine, because when finished the splendid motor spurs you on to complete other, less interesting tasks. Others leave the best until last, and treat engine and gearbox rebuilds as a reward. Often, I start with the wheels, as freshly completed wheels shod in new tyres look magnificent to me. And by the time bearings and brakes have been overhauled, the wheels spoked and tyres fitted, a lot of time and cash has been spent, so let’s get it over with!

When I first eyed this New Imperial Model 30 after purchase I planned to follow form and complete the wheels first, but as the initial quick dry build was progressed to prove the machine existed to enable retention of its original registration mark with the DVLA, it became apparent the rolling chassis needed serious work with regards to detail components. Original items were missing, with replacements fashioned from what was available to keep the machine on the road now fitted, while the wear on other parts confirmed the New Imp had worked hard over a huge mileage.

Following on from the main frame and front fork assembly, I decided to press on with the chassis, its fitments and tinware before working on either the wheels or engine. And, of course, before one goes forwards, a step backwards is often called for. In this case, on completing the dry rebuild of the front forks I discovered that no appropriate size new friction discs were available despite our stock box holding nearly every size known to man...

By chance my son Peter’s Stafford show autojumble pitches last April backed onto Gary Parkin of GP Motos Anciennes pitch (0033 (0) 12 99 90 69 60, e-mail: info@gpmotoanciennes.fr) who specialises in relining brakes, refurbishing clutches and supplying friction discs for girder forks and steering dampers for veteran, vintage and classic motorcycles. While Gary can mail-order all services, he had the needed diameter friction discs to hand at Stafford. As a result of this fortuitous find, this feature begins with a five-minute job, that of installing the new friction discs.



01



01
New fork and steering damper discs, along with a replacement fork damper star spring. Spotting the nibbled state of the Model 30’s original star spring, friend and top notch engineer Chris pressed into my hand at a recent Kempton Park autojumble a near new replacement. Perfect.



02

02
While designs may vary, fork and steering damper operation generally follows an identical concept of sandwiching friction material between metal, often ferrous, surfaces. One or more friction discs is involved and this Webb fork relies on one disc per damper. An adjustable arrangement enables the damping effect to be increased or decreased as desired by the rider. Here, the friction disc is sandwiched between a steel disc cast in one with the right hand lower fork link and a mating plate fastened to the steel fork blade.



03

Fork damper friction in this case is adjusted by the pressed steel wing nut mating to the damper's star spring. On its reverse, the wing nut is machined with a raised boss, which locates with the star spring's centre hole. A the visible extra pressed and rolled steel bracket visible has nothing to do with the fork damper, but instead serves the front brake cable.

05



04

Rider footrest irons, triangular bottom engine plates, damaged hexagon bar footrest spindle, appropriate Whitworth dimensioned hexagon bright mild steel bar for making replacement footrest spindle and distance spacers – which may well be errant.

05

While it is often good to use as many of a machine's original parts as possible, the contrast between the newly-machined footrest spindle and the original demonstrate it was on the borderline between saving or binning it. I felt the hexagon spindle beyond safe use as it appears to have been bent and straightened more than once in the past and will therefore be fatigued. It could be straightened and heat treated, plus its threads were sound, but for me replacement was the favourite (safer) option.

08



06

These footrest spacers (distance pieces) may actually have served another role as they weren't long enough for the New Imp's original footrest spindle. Using our later 1933 (1934 model) as a pattern, the right spacer appeared of near correct length, but its mate was far too short. Using washers, the left spacer was extended until the fit was sound, measurements then confirmed the required length of a new spacer, which equalled to within 1/16in that fitted to the 1934 model.

07

With footrest spindle and spacers fabricated, the rider footrests and bottom engine plates are ready for fitment to the frame. The longer spacers set the L/H footrest further from the frame centre than the R/H footrest, and therefore clear the unit construction engine by a much larger margin. The L/H side-mounted, low-level exhaust front pipe will fill this gap between engine and footrest.

08

Smaller motorcycles can prove a problem visually with regard to fastener and washer diameters and the front and rear engine plates to frame fasteners illustrate this point. Standard washers and cycle thread nuts appropriate to the 1/2in studs manufactured in standard Whitworth bar size are of larger diameter than the radius of their mating engine plates and frame lugs. By using the reduced head nuts and 7/16in washers bored out to 1/2in, the 'oversize' problem is solved.



06



07



08

09



09

The rear brake lever pivots on a bush fastened to the R/H side of the lower spindle, uniting the front and rear frame sections. With the bush absent, a new one was fabricated in phosphor bronze, which will prove ideal. Phosphor bronze was only used as a short bar end left over from another job was to hand; as the bush should be lubricated regularly, a steel bush would serve equally well. I've used nylon for the same role on a pre-Second World War sprinter we run most summers and though this may wear too rapidly for high mileage riders, it is easily replaced.

10



Dry build is ready to progress to the next task now rider footrests and all engine plates are fitted to frame with all fasteners, studs and spacers appropriate. Offering up the engine cases confirmed all lines up and measurements imply the exhaust system will sit in position clearing both engine and L/H footrest by a modest margin. In theory, this will all again fit perfectly after stripping and application of final finish. But almost 50 years of building motorcycles has convinced me to expect nothing...

11

While the brake lever fits and worked well in the past, it has been kinked outwards by far too much compared with our resident Model 30 New Imp. It will be left untouched until the engine is returned to the frame at a later stage during the dry rebuild, as I still may not get the bend right at this point and would rather only heat and bend it once.

12



13



12

The machine's original seat was incomplete and its cover useless. New rubber covers of the required size appear impossible to find so rather than remake the main under-seat spring wire support and search in vain for a cover, a new trials type rubber seat kit was purchased. It is of slightly different design and an inch shorter and narrower than original, but to my mind it is favourable to the replica Lycette-style spring seat currently serving the in-house Model 30.

13

The seat kit comprises cover, rivets, seat base ironwork and assembly advice sheet. As the seat cover of reinforced rubber-like material isn't prepunched with rivet holes, that's the first job. The easy-to-follow instructions state rivet holes should be made with an appropriate hole punch or red hot rod. I found a $\frac{3}{16}$ in punch worked well, didn't try the hot rod and understand one must not drill the holes with a twist drill as later the seat cover may split.

14

While the rear seat iron was supplied predrilled, assemblers need to drill the front seat nose iron as one can opt to set rivets into the top of the seat cover or to each side. As the seat metalwork is due for final finish after dry build, rivets have been sited, but not hammered to a firm hold.



14

15

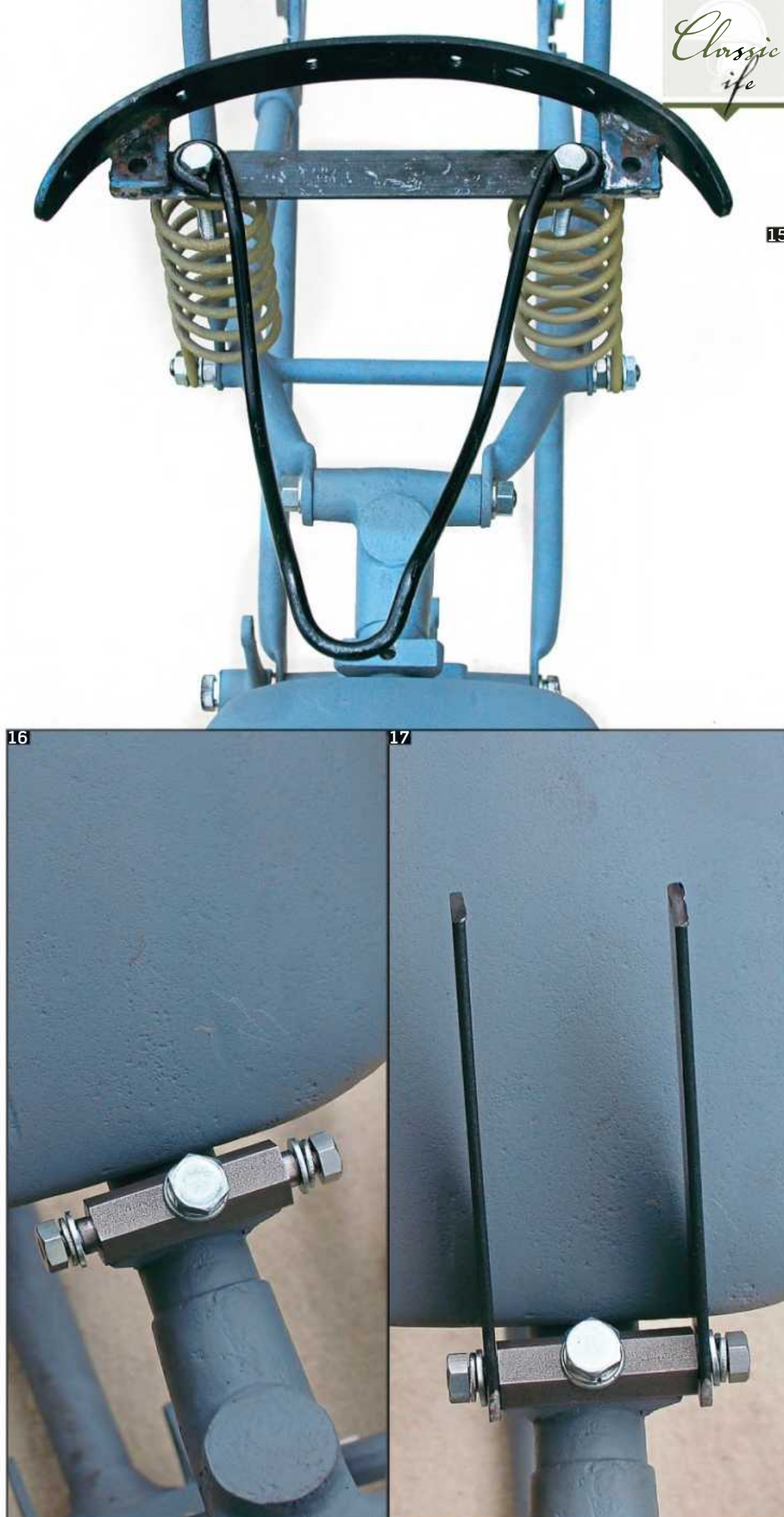
With cover removed, the rear seat iron and spring wire supports were offered to the motorcycle frame mounted seat springs. Unfortunately, the mounts don't match well and splaying the springs resulted in the need for a cross mounted plate with narrower mounting holes, here fabricated using 3mm x 22mm black steel and tack welded in position for the first try. It all seems a bit crude, but New Imperial used mounting distance pieces on some models, with seats to serve the same role, which were even cruder. And once the cover is fitted, it will all be hidden.

16

All original front mounting brackets for the old seat were absent, so it was time to make something up. By maker's design, the seat's front bracket mounted to a cross piece welded to the main frame upper rail. This served perfectly for the planned illustrated improvisation. Using a $\frac{5}{16}$ in Whitworth hexagon bar, the mount was machined with shoulders about which the whole improvised front seat bracket will pivot.

17

Then two side strips were cut with one end of each drilled and rounded to suit. Here, their fit and pivot on the machined bolt-on cross piece was checked prior to cutting to length. The eagle-eyed among you may notice in this and the last photograph two parallel dents in the tank top at the site of the seat bracket. These suggest a long discarded seat sagged during the New Imp's distant, active past, and rested on the tank.





18

18

With side plates cut to length, twisted to suit the angled seat nose bracket and fastener drillings completed, the whole lot was bolted together – and fitted snugly. I thought some making good (fettling) might be required, so this piece of luck was a first, leaving me to wonder if the front to back spring steel support would bridge the gap between the front and rear brackets...

19

And it did! As the fit was sound, the fabricated extra rear seat iron was fully welded to the rear seat base iron. Now for the moment of truth; time to offer up the seat cover.



19

20 & 21

And that fitted too! Albeit the rear seat springs look at a slightly rakish rewards angle, but so too do those depicted in a 1933 factory picture I have. With this amount of luck after the long afternoon it took to adapt the trials seat to fit, it is probably best to give up while we're winning, admire the handiwork and enjoy a cuppa as something is sure to go wrong soon!



20



21

End



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APRILIA RS250 1998, MK2, 1700 dry miles, 100% original, totally untouched (apart from fluids), fsh, full MoTs, used regularly, 2nd owner, oiro £6000 Tel. 01983 299277. Hampshire



BMW K100LT 1989, 69,000 miles, MoT to 3/16, owned eight years, all receipts from my ownership, MoTs back to 1998, £1000. Tel. 01673 860904. Lincs



BMW K1100RS 1995, 35,000 miles, owned 20 years, fsh, Sorn in 2009, includes panniers, topbox, rack, coded locks, tank bag, META alarm, £2695 Tel. 01695 422210. Lancs



BMW R100R, 1994, 30,800 miles, frame & tank professionally painted + full renovation two years ago, £3000 Tel. 07749 003628. Lothian



BMW R65 1981, very original, super engine & transmission, original BMW panniers & engine protection bars, I just never use it, £1650 Tel. 01366 348020. Norfolk



BMW R80/7 1980, good condition, stainless exhausts, new disc pads on front, used regularly, MoT Feb 2016, £1500 ono Tel. 01524 761651; 07808 459689. Lancs



BRIDGESTONE MK2SS, 200cc, 1969, near concours restoration to original spec, UK reg MoT 8/2016, high performance rotary valve 2T, £4250 ono Tel. 01474 746930. Kent



BSA A10 Golden Flash, 1956, matching numbers, export model, fully rebuilt, possible p/x, early A7 rigid project, vgc, £5500 Tel. 07931 975223; 01384 358996. West Midlands



BSA A65 Thunderbolt, 1966, nice original low mileage bike, rebuilt engine, MoT, possible p/x early A7 rigid project, £3500 Tel. 07931 975223; 01384 358996. West Midlands

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BSA A65 Firebird Scram, 1971, matching numbers, fully rebuilt, possible p/x early A7 rigid project, £7250 Tel. 07931 975223; 01384 358996. West Midlands



BSA A65FS Firebird Street Scrambler, 1972, owned last 26 years, UK bike not a US import, lots of money spent over the last 10+ years, £5500 Tel. 07778 315892. South Glamorgan



BSA A65T Thunderbolt, 1972, restored to as new condition inc rims and SS spokes, new carb, electronic ignition exhausts, forks seat, £4495 ono Tel. 07817 257889. Leics



BSA B40 350cc, 1961, fully restored, show condition or ride, new rims, s/spokes, too much to list, £3200 ono; p/x considered Tel. 07443 642408. W Yorks



BSA BANTAM D1 1964 reg, non runner no spark at plug, not seized, unused seven years, £425 Tel. 01495 313268. Gwent



BSA BANTAM D7 1959, historic vehicle, no tax or MoT required, good runner, vgc £750 ono Tel. Derek 07594 471560.



BSA BANTAM D7 1962, done about 1400 miles since fitted with all new bearings etc, Rex Caunt electronic ignition & 12v system, all chrome good, MoT, Tel. 01454 316146. Bristol



BSA C15 1961, SS engine, restoration includes wheels, tyres, seat and paintwork, very reasonable condition, current MoT, £2150 ono Tel. 02380 891346. Hampshire



BSA D14 Bantam, 1969, good condition, MoT 2016, £1350 Tel. 07763 429913. Lancs



BANTAM BUSHMAN lookalike, rebuilt with many new parts, many Bushman bits, MoT May 2016, £1850 Tel. Rob 07703 892706. Northumberland



BSA DB32 Gold Star 1959/60, vgc, original frame/engine/nos/std bore, gear box, new battery, five road miles, t&t exempt, £18,750 Tel. 02380 261852. Hampshire



BSA FIREBIRD 1970, matching nos, 9,868 miles since restoration, vgc, new carbs, tyres, £5250 Tel. 0322 272940. Kent

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TRIUMPH T120 Bonneville, 650cc 1969 £1999



TRIUMPH Thunderbird, 1961, 650cc, TR6 lookalike. £6250



TRIUMPH Trident T150V, 750cc, 1970, matching nos. £3999



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TRIUMPH Daytona T100T, 1967, twin carb, 500cc, new blue paintwork £5999



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BSA DB34 Gold Star 499cc, 1956.....£18,999



BSA DB32 Gold Star, 1955, 350cc.....£14,999



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BMW R65, 1988, 650cc, MOT'd.....£2999



BSA A7SS, 1959, 500cc £7999



BSA B40, ex MoD, 350cc, 1967.....£2750



BSA C15 Sports Star, 1964, 250cc.....£2850

VELOCETTE CLASSICS



VELOCETTE Venom, 1957, 498cc.....£7999



BSA Winged Wheel - no docs. £999



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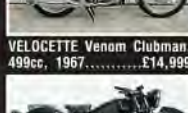
VELOCETTE Venom Clubman, 499cc, 1967.....£14,999



BSA Bantams D7/D14, choice for restoration from.....£750



CZ 250 ENDURO, 1974, matching nos.....£2750



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Excelsior Talisman Twin, 1951 248cc.....£3999



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FRANCIS BARNETT, 250cc, 1962.....£1850



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VELOCETTE LE, 1954, 200cc, needs work.....£999



GREEVES East Coast 250C 4T 1965 250cc ex works. £3999



HUSQVARNA 390 Automatic, 384cc.....£4999



VELOCETTE Thruxton, 500cc, 1966, stunning.....£24,999



MONTESA 360H Enduro, 349cc, 1978.....£3500



MONTESA Cappa, 250VB, 1978.....£4999



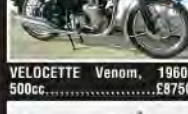
VELOCETTE Venom, 1960, 500cc.....£8750



MOTO GUZZI Imola V35, 1984, 346cc.....£2,499



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SUN CHALLENGER 1955, 197cc red new chrome wheels, rides nicely, tidy.....£1999

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BSA ROCKET GOLDSTAR Star, 1963, RRT2 gearbox, correct engine, frame and reg nos, full history, bills, MoTs, original buff log book, mint example, £19,500 Tel. 01932 231615; 07789 230684. Surrey



BSA SHOOTING STAR 1961, MoT March 2016, engine rebuilt, 650cc internals, excellent, one chip on mudguard, matching numbers, £4700 Tel. 01903 723658. West Sussex



BSA WM20 1945/46, spent most of its life in Malaya for the emergency then as plantation hack, bought freshly restored by me a couple of years ago now, Tel. 07801 439106. Wiltshire



CZ 125 DX 1977, good original condition, 11,000 miles only, has been dry stored, needs a service, £500 Tel. 07904 515502. Slough



EXCELSIOR TALISMAN Twin 250cc, 1955, complete restoration three years ago, lovely condition, age related number, 1860 miles, spares included, £2950 Tel. 01664 852134. Leics



FRANCIS-BARNETT 250cc, two stroke single, road legal with V5, 1958 so no MoT or tax needed, offers over £1000. Tel. 01452 524481. Gloucs



FRANCIS-BARNETT Plover, 150cc, 1958, refurbished engine by Villiers, MoT & tax exempt, new chain & sprockets, other work done, phone for details, £2200 ono Tel. Derek 07594 471560.



GREEVES 325cc, restored with full engine rebuild, not used since, Sorned, £3500 Tel. 01684 293594. Glos



GREEVES 24DB 250cc Roadster, good original condition, great patina, MoT 3/16, easy start, runs very well, finned hubs, £2750 ono Tel. 07805 611262. Kent



HARLEY DAVIDSON Fat Boy, 1998, 13,000 miles only, Harley insurance valuation £13,000, three owners, Thunderstar wheels etc, £7500 ono Tel. 07879 554409 day; 01263 710661 eve.



HARLEY DAVIDSON 1200 Sportster Sport, 1996, 11,000 miles, long MoT, had since 2007, included in sale forward controls and slashcut exhaust, Tel. 07816 840300. Derbyshire



HESKETH V1000 new un-registered unused, one of the last to come out of Easton Neston in 1983, true collectors motorcycle, possibly the only new unused one that exists, £30,000 Tel. 01495 759234. Gwent



HONDA CB250N Superdream, 1981, Sorn, reg, vgc, 34,650 miles, £600 Tel. 01778 393566. Lincs



HONDA 400cc, 1980 with current MoT, ready to ride, £1250 may p/x classic bike, cash difference paid Tel. 01905 21667; 07966 178348. Worcestershire



HONDA CB750/4 immaculate, candy blue, 28,000 miles, must be seen, offers over £10,000, Tel. 01623 746279. Notts



HONDA CB900F good original condition, MoT July 2016, full fairing, good investment, some spares, plus workshop manual, £2700 ono Tel. 07980 006833. Somerset



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JAMES M25 SUPERSWIFT rare 1626, only made 1962/63 good paintwork & chrome original frame & engine numbers ready to ride, £2775 Tel. Malcolm 01797 361344; 07709 658866. Kent



JONGHI 248cc, 1955, twin port, matching numbers, rare bike, £1850 Tel. 07542 169543. Staffs



K750 1958, V5C present, tax 4/6/2016, no need for MoT (pre 1960 reg). Tel. 07882 870600. London



KAWASAKI A1 Samurai Series 2, 1969, US import with Nova certificate & American title, everything works, ride or restore, £2750 ono Tel. 01474 746930. Kent



KAWASAKI W650 9800 miles, one owner, V5C, new tyres and battery, carrier, unmarked chrome exhaust, MoT, £3250 Tel. 01227 711101. Kent



KAWASAKI W650 one owner from new, 1999, MoT, 17,00 miles, vgc, £2800 Tel. 01524 782291. Lancs



MAICO BLIZZARD 1963, totally restored as new, 250cc two stroke, everything new, but little used, MoT April 2016, immaculate, £1700 Tel. 01366 348020. Norfolk



MATCHLESS 350 G3 1961, excellent bike, very easy starter and a pleasure to ride, £3500 ono Tel. 01724 712653. Lincs



MATCHLESS 650CSR 1963, MoT July 2016, vgc, low mileage since rebuild, original green log book with matching numbers, £5000 Tel. Mike 01357 522210. Glasgow



MATCHLESS G3L original 1960 with log book, lovely bike in good condition, £2500 Tel. 02084 674670. Kent



MOTO GUZZI V50 MK11 1980, vgc for year, stainless down pipes, overhauled forks & brakes, rack & top box, some history, MoT until March 2016, £1500 Tel. 01179 492097. Bristol



MOTO GUZZI LE MANS 5 classic rapid Italian muscle, 1000cc, 18" wheels, 40mm pumper carbs. 30,000 miles, £100s spent, just serviced, MoT, vgc, £4250 Tel. 07788 442155. Bath

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MOTO MORINI KANGURO 350cc, 1985, low miles, MoT, excellent condition, £2200 ono Tel. 01529 413579. Lincs



MZ TS250 1975, 10 months MoT, no road tax required, 27,500 miles, vgc, £500 Tel. 01234 219414; 07941 101057. Beds



NEW HUDSON AUTOCYCLE 1956, over 500 miles since full restoration, comes with leg shields, speedometer & rear luggage basket, ready to ride, on Sorn, £800 Tel. 01202 471752. Dorset



NEW-MAP 125cc, twin port engine, 1949 French built machine, new carburettor Amal, up and running, new paint job, no paperwork, £1800 Tel. Dez 07920 854826. Berkshire



NORBSA 650cc, 1960, Featherbed wide line frame, rebuilt Super Rocket engine, thousands spent, lovely rafe racer, must be seen, £5250 ono Tel. Mike 07783 557810. Wilts



NORTON 650SS 1963, matching nos, collectable reg, 5 speed box, belt drive, electronics, high output alternator, recent engine rebuild, £6500 Tel. 01463 831363. Inverness



NORTON COMMANDO 750cc Interstate, smart tidy bike, uprated alternator, Boyer ignition, belt drive & dry clutch, single carb conversion, £6750 Tel. Charlie 01642 881490; 07981 141886. North Yorks



NORTON COMMANDO 1972, owned since new, Comerfords bill of sale & history, very original, 200 miles since recent major overhaul by Norman White, offers over £7000. Tel. 07947 067045.



NORTON DOMINATOR 88 1960, one owner 50 years, superb condition, £6995 or p/x for 1956, 88 and/or 500T. Tel. 01934 852568. Somerset



NORTON DOMINATOR 88 1959 model, with matching numbers, previous refurbishment, excellent paint job on tank & frame, new rear wheel, silencers & mudguards, vgc, £5650 Tel. 07785 555892. Somerset



NORTON DOMINATOR 99 Slimline, 1962, in really good trim, not concours, runs & rides beautifully always well looked after, a head turner, £950 Tel. 07710 381221. Surrey



NORTON MODEL 50 350cc, 1957 pre Featherbed model, vgc, especially paintwork & mechanicals, recent top end rebuild, inc rings, valves, guides & springs, £5200 ono Tel. 07813 037544. London



NSU SUPERMAX Special 250cc, all frame & cycle parts recently powdercoated, wheels rebuilt with stainless spokes, 12 volt conversion & electronic ignition, £4250 may p/x Tel. 01328 700711. Norfolk



ROYAL ENFIELD classic chrome 2014, 690 miles, immaculate after market exhaust for real Brit single sound, £3500 Tel. 01934 623566. Somerset



ROYAL ENFIELD Bullet 500, 07, classic engine, 12 months MoT, 2303 miles, some mods, £1950 ono Tel. 07904 520245. West Midlands



ROYAL ENFIELD 61 Continental 250cc long MoT, new carb & battery ready to ride, £3250 ono Tel. 07980 925098. Shropshire



ROYAL ENFIELD Bullet Electra X 2007, 7600 miles, five speed, electric start, new Avon tyres, spare set of tyres, vgc, MoT, £2000 ono Tel. 07854 387346. Northants

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ROYAL ENFIELD Electra EFI 500cc, 2012, 2020 miles, vgc, £2100 ono Tel. 01425 476851. Dorset



ROYAL ENFIELD 350 Bullet, good condition, £1650 ono Tel. 01934 811498. Somerset



ROYAL ENFIELD K31 1930, 976cc, v/twin original reg number, vgc, good starter, done many Banbuys, £15,000 Tel. 07814 104934; 02920 751644. South Glamorgan



SUNBEAM S8 1951, matching numbers, buff log book, uprated 12V electrics, owned 10 years, vgc, £4800 Tel. 01483 232906. Surrey



SUZUKI RGV250 import reg UK 1999, G reg, 13,201 miles, garaged for 10 years regularly started, on Sorn, £2600 ono Tel. 07810 884419. East Sussex



TRIUMPH 3TA 1963, matching numbers, new forks, shocks clutch housing and cork plates, tyres good, Sorn for the last four years, £2200 Tel. 01502 582256. Suffolk



TRIUMPH ADVENTURER Mk2, 2002, one owner from new, less than 1000 miles, great condition, still has makers marks & original running in transfers on tank, offers over £5000. Tel. 07872 970537. Cheshire



TRIUMPH BOBBER 650cc, complete rebuild, Duplex frame, 9-stud head, c/w spares, £5500 Tel. 07516 526252 for more details. Durham



TRIUMPH BONNEVILLE T120V, 1972, matching numbers, 750 conversion, ground up restoration to high standard, much stainless, £6995 or offer, p/x considered Tel. 01579 351008. Cornwall



TRIUMPH BONNEVILLE 1971, USA spec, matching numbers, 14,000 miles, MoT July 2016, new battery, tax exempt, gold & black tank (correct colour for year), £4750 Tel. 07712 370700. Kent



TRIUMPH BONNEVILLE 1962, US spec, flamboyant flame and silver, matching numbers, pristine restoration, £12,500 Tel. 01932 231615; 07789 230684. Surrey



TRIUMPH BONNEVILLE 1977, Silver Jubilee, two owners, 18,000 miles between 1977-1980 then garaged until 2013, new stainless master cylinders, ride or fully restore, £4500 Tel. 01424 425199. East Sussex

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TRIUMPH BONNEVILLE T120 1968, UK spec, matching numbers, original condition, 12 months MoT, 35,000 miles, £7995 Tel. 07883 300376. Essex



TRIUMPH BONNEVILLE T120 1970, concours condition, matching numbers, American Spec, 12 months MoT, owned since 2006, £9750 Tel. 01242 672221. Gloucestershire



TRIUMPH BONNEVILLE T120 1960, 1961 model, low mileage since rebuild, 2LS front brake, Newby belt drive, spare parts included, £8250 Tel. 07729 031049. Grt Manchester



TRIUMPH BONNEVILLE T140V, 1978, matching numbers, bought to restore, great restoration project, £2700 ono Tel. 07873 848728. Northants



TRIUMPH DAYTONA 1000cc, 4 cylinder, serviced, excellent condition, MoT, 38k miles, too heavy now, £1950 Tel. 0115 8547932 for further enquiries. Notts



TRIUMPH DAYTONA 1991, 38,800 miles, becoming collectable, only 200 made, not used, started regular, great overall condition, £2200 ono Tel. 01502 476847. Suffolk



TRIUMPH LEGEND TT beautiful bike, mileage 2300, original trim, p/x BSA A65 Lightning or similar, £5500 Tel. 01526 861839. Lincs



TRIUMPH MX 500 1972, 5TA engine, MX oil in frame, stored for 30 years, ideal restoration project, £2500 Tel. 079560 24349. W Mids



TRIUMPH T120 1969 matching nos, has been store for last 23 years, tested, nice to ride or investment, £8250 Tel. 01706 852775. Lancs



TRIUMPH T120 650cc, 1967, UK bike, matching nos, excellent condition, nice to ride or investment, £7500 Tel. 01706 852775. Lancs



TRIUMPH T21 1962, a rare opportunity, one owner, original, matching numbers, 600 miles since engine rebuild, on Sorn, years MoT, Rodark Panniers, £3850 Tel. 01579 362940. Cornwall



TRIUMPH 21 1960, 53,000 miles, excellent condition, starts and rides well, £2800 Tel. 01522 511660. Lincs



TRIUMPH THRUXTON 2011 (61), less than 1000 miles Datatool alarm, Triumph after market pipes plus standard, MoT until January 2016, fsh, £5650 ono Tel. 01902 609122. West Midlands



TRIUMPH THUNDERBIRD 1961, original registration, matching numbers, converted to Bonneville specification, £7000 ono Tel. 01787 311254. Suffolk



TRIUMPH TIGER 110 £3750 Tel. 01753 574765. Berks



TRIUMPH TIGER CUB 1963, good tidy condition, on Sorn, £2800 Tel. 01872 572887. Cornwall



TRIUMPH TIGER CUB unregistered, not quite original, but up & running, nice easy project to finish, possible p/x early A7 rigid project, £1500 Tel. 07931 975223; 01384 358996. West Midlands

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TRIUMPH TIGER CUB Ex French Army, concours condition, £3975 firm Tel. 01664 474894; 07773 881441. Leics



TRIUMPH TIGER 110 1960, Bathtub, matching numbers, good condition, new paint, chrome, 35,000 miles, Sorn, £5900 Tel. 01290 551673. Strathclyde



TRIUMPH TR6 1967, not concours but very good condition, 10 months MoT, near new tyres, two owners since 2000 when imported from USA, £6500 ono Tel. 01769 573639. Devon



TRIUMPH TR6SS 1964, original condition from new, two owners from new, old log book, V5C docs, matching numbers, £5750 ovno, p/x taken Tel. 07443 642408. West Yorks



TRIUMPH TROPHY 1200 1991/J, 43,500 miles, four owners & ownership history, overall lovely condition, new battery & front tyre July 2013, £1900 Tel. 01326 378990; 07967 031401. Cornwall



TRIUMPH 1200 TROPHY 1998, 2700 genuine miles from new, two owners, full history, all books & keys, totally original a rare find, 12 months MoT. Tel. 07702 411809. Gloucs



TRIUMPH TROPHY 900 mileage 29,900, new tyres, new MoT, good condition, £1350 Tel. 01452 531590. Gloucestershire



VELOCETTE 350cc, 1955, Mac, all original with pump, nearly mint condition, with Concentric carb, £5500 Tel. 01968 868565. Cumbria



VELOCETTE VENOM Clubman, 1961, a genuine matching numbers bike with one owner for the last 35 years, detailed history notes, original yet unrestored, £8500 Tel. 07885 639811. Oxfordshire



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SUBSCRIPTION

Full subscription rates (but see pages 16-17 for offer): (12 months 12 issues, inc post and packing) - UK £50.40. Export rates are also available - see pages 16-17 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.

DISTRIBUTION

Comag, Tavistock Road, West Drayton,
Middlesex UB7 7QE. Tel: 01895 433600

NEXT ISSUE ADVERT DEADLINE

September 11, 2015

NEXT ISSUE ON SALE

October 2, 2015

THE CLASSIC MOTORCYCLE

(USPS:710-470) is published monthly by Mortons Media Group Ltd, PO Box 99, Horncastle, Lincolnshire LN9 6LZ UK. USA subscriptions are \$63 per year from Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. Periodical Postage is paid at Bancroft, WI and additional entries. Postmaster: Send address changes to THE CLASSIC MOTORCYCLE, c/o Motorsport Publications LLC, 7164 Cty Rd N #441, Bancroft WI 54921. 715-572-4595 chris@classicbikebooks.com

PRINTED BY

William Gibbons & Sons,
Wolverhampton.

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Rotten luck, 1948

Words: MICHAEL BARRACLOUGH Photography: MORTONS MEDIA ARCHIVE



Well renowned for piloting such memorable machines as Gunga Din, Nero and Super Nero, George Brown was a Vincent man through and through. His expert skill on the racetrack – which included a serious knack for high-speed sprints – was put to good use in his rigorous testing of the latest Vincent models, but it was astride his fire-breathing Vincent race bikes that he achieved his impressive reputation as a competitive rider. Here, however, we see a rather dejected George wheeling his Series B twin towards the finish line at the 1948 Senior Clubman's TT. What this image does not show is the mass of spectators giving George a standing ovation for his sterling performance up until the last lap, when he was robbed of certain victory by unfortunately running out of petrol.

No fewer than 11 Vincent twins lined up at the starting grid at the commencement of the 351-1000cc heat of the 1948 Clubman's TT, including the one piloted by George. He got off to a flying start, tearing nine seconds off the previous year's lap record and surging into the lead. Behind him 32 year-old John Daniels of Swansea – also riding a 998cc Vincent twin – was trying valiantly to catch up.

During the fourth lap fate decreed that the terrifically quick George Brown was to go no further. His tank ran dry just below the Craig, and he was forced to push the weighty Vincent home, costing him 39 minutes and five places. Daniels, who had been doggedly chasing Brown, was able to soar gleefully into the lead and claim a victory in what was his first road race. George Brown wheeled his Vincent to sixth place, but still received tumultuous applause for his performance.

End



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